

APPENDIX A

PART I: NOTICE OF PREPARATION

PUBLIC NOTICE

NOTICE OF INTENT TO PREPARE

A DRAFT ENVIRONMENTAL IMPACT REPORT

Pursuant to Public Resources Code Section 21165, the City of Long Beach is the Lead Agency responsible for preparing an environmental impact report (EIR) addressing potential impacts associated with the proposed project. The proposed project is a mixed-use retail commercial development to be anchored by a Home Depot. The project site is located at 400 Studebaker Drive at the intersection of Studebaker Road and Loynes Drive. The project proposes to develop approximately 192,000 square feet of commercial development, including the Home Depot, a sit-down restaurant, and various other retail uses. The project requires a Conditional Use Permit, a Local Coastal Development Permit, and Standards Variances. Access to the site will be provided by a new primary entry at the signalized intersection of Studebaker Road and Loynes Drive and by two secondary entries providing right in/right out access from Studebaker Road.

At a minimum, the EIR will examine the potential impacts generated by the proposed project in relation to the following Environmental Analysis Checklist categories: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services and Utilities, and Transportation and Circulation. A more complete description of EIR requirements is included in the Notice of Preparation (NOP).

SCOPING MEETING: THE CITY OF LONG BEACH WILL CONDUCT A SCOPING MEETING IN CONJUNCTION WITH THE NOP IN ORDER TO PRESENT THE PROJECT AND THE EIR PROCESS AND TO RECEIVE COMMENTS.

DATE/TIME: WEDNESDAY, APRIL 7, 2004 / 6:00 PM

ADDRESS: KETTERING ELEMENTARY, 550 SILVERA AVENUE, LONG BEACH 90803

http://www.lbusd.k12.ca.us/kettering/Map_and_Contact_Info.html

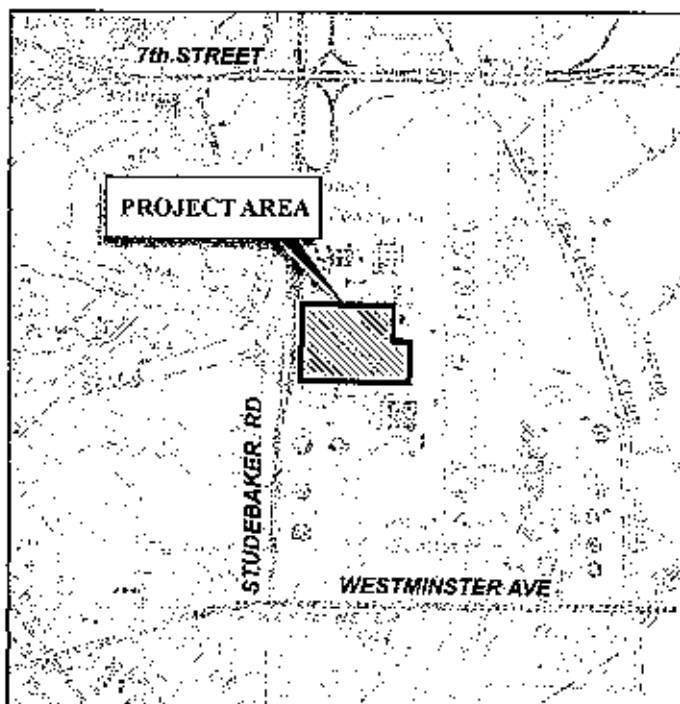
REVIEWING LOCATIONS

COPIES OF THE NOP ARE AVAILABLE FOR PUBLIC REVIEW FROM MARCH 19, 2004, TO APRIL 20, 2004, AT THE FOLLOWING LOCATIONS:

City of Long Beach Planning and Building Department:
Contact: Angela Reynolds, Manager, (562) 570-6357

City of Long Beach Libraries
Long Beach Main Library, 101 Pacific Avenue
Bay Shore Neighborhood Library, 195 Bay Shore
El Dorado Neighborhood Library, 2900 Studebaker Road
Brewitt Neighborhood Library, 4036 E. Anaheim Street

Address Comments to:
Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90802



NOTICE OF PREPARATION

To: Notice of Preparation Recipients (See attached distribution list.)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency

Agency Name City of Long Beach
Street Address 333 West Ocean Boulevard, 7th Floor
City/State/Zip Long Beach, CA 90802
Contact Angela Reynolds, Environmental Planning Officer

Consulting Firm

Firm Name LSA Associates, Inc.
Street Address 20 Executive Park, Suite 200
City/State/Zip Irvine, CA 92614-4731
Contact Lisa D. Williams, REHS, REA

Project Title: Long Beach Home Depot

Project Location: The proposed project site is located in the City of Long Beach. Comprising 16.47 acres, the proposed project site is located at 400 Studebaker Road at the intersection of Studebaker and Loynes Drive. There are intake channels from the Los Cerritos Channel immediately surrounding the project site to the north and south used to provide water for cooling purposes at the power plants. Beyond the intake channels, there are two electric generating plants operated by AES Alamitos LLC, and the Los Angeles Department of Water and Power Haynes Generating Station is located to the southeast across the San Gabriel River. There is also a petroleum storage tank farm operated by Pacific Energy located to the south. Studebaker Road forms the western boundary of the proposed project site.

Project Description: The City of Long Beach is considering an application to develop a new 191,529-square-foot commercial development requiring a Conditional Use Permit (retail trade in the PD-1/IG Zone), Local Coastal Development Permit, and Standards Variance.

The City of Long Beach will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for the proposed project. This Notice of Preparation (NOP) is sent in order to obtain input from your agency on the scope and content of the environmental analyses to be contained in the DEIR. Specifically, the City of Long Beach requests input on the environmental information that is germane to your agency's statutory responsibility in connection with the proposed project. Your agency may rely on the DEIR prepared by the City of Long Beach when considering permits or other approvals for the project.

The project description, location, and potential environmental effects, based on the information known to date, are contained in the attached materials. A copy of the Initial Study is also attached. Through the receipt of comments on this NOP and the process of preparing the DEIR, additions, deletions, and/or modifications of these potential environmental impacts may occur.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *no later than 30 days* after receipt of this notice. Please send your response to Angela Reynolds, Environmental Planning Officer, at the address shown above. We will need the name of a contact person in your agency in case there are questions related to your response to this NOP.

Date March 15, 2004

Signature 

Title Environmental Planning Officer

Telephone (562) 570-6357

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

INTRODUCTION

The City of Long Beach (City) is considering an application to develop a new 191,529-square-foot commercial development requiring a Conditional Use Permit (retail trade in the IG Zone), Local Coastal Development Permit, and Standards Variance. Under the requirements of the California Environmental Quality Act (CEQA), the City, acting as Lead Agency, must evaluate the potential impacts associated with the proposed Home Depot commercial development project. Based on initial review of the proposed project, the City has determined that an Environmental Impact Report (EIR) must be prepared to adequately assess the proposed project's environmental impacts, to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and to discuss feasible alternatives to the project that may accomplish the basic project objectives while lessening or eliminating any potentially significant impacts.

This Notice of Preparation (NOP) is being circulated pursuant to California Public Resources Code section 21153(a) and State CEQA Guidelines section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the EIR. A 30-day comment period is provided to return written comments to the City of Long Beach at the following address:

Ms. Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90802

PROJECT DESCRIPTION

Setting

The proposed project site is located in the City of Long Beach between the San Gabriel River and the Los Cerritos Channel. Comprising 16.5 acres, the proposed project site is located at 400 Studebaker Road at the intersection of Studebaker and Loyces Drive. The proposed center is located within Subarea 19 of the Southeast Area Development and Improvement Plan area (SEADIP). Much of this area, including the project site, is under the jurisdiction of the Local Coastal Program (LCP). The property is zoned General Industrial (IG) and the land use designation in the Long Beach General Plan is Land Use District (LUD) No. 7, Mixed Use. LUD No. 7 is intended for the careful and synergistic blending of different types of land uses to vitalize an area and to support urban structure. The project site is also in an overlay area for Planned Development 1 (PD-1).

The project site is currently developed as a "tank farm" and contains aboveground storage tanks (ASTs), pipelines, and equipment associated with petroleum products storage and transfer. Tanks 1–4 were used to store fuel oil for the surrounding electric generating plants. These large ASTs are currently disconnected from the system and have capacities that range between 5.9 million gallons and 9.4 million gallons. Tanks 1 through 3 are empty, and Tank 4 contains approximately 36 inches of settled sludge collected from the bottom of all the tanks. Two smaller ASTs store cutter stock fuel (used to separate types of fuels transported through the pipelines). The capacity of the northern AST is 1.2 million gallons, and the southern AST's capacity is 840,000 gallons. The smaller of these two tanks is owned and operated by the Los Angeles Department of Water and Power (LADWP), and the other is owned and operated by Pacific Energy. The ASTs are located in bermed and lined retention basins designed to capture accidental petroleum spills. The site also contains a former hazardous material storage area, a hose storage building, a pig launching area (a series of piping and valves used to insert "pig" into the pipelines to clean them), an equipment building, underground and aboveground pipelines, two pump areas, and heating units with cylindrical natural gas tanks.

A former operator, the Edison Pipeline and Terminal Company (EPTC), used the property as part of an interconnected terminal and distribution network for various petroleum-based fuels. The former EPTC terminal and distribution network contained pipelines that connected each of the four large ASTs on the property to six major oil refineries in Southern California and collection/distribution points at the Port of Long Beach and Rancho Dominguez.

There are two water supply channels from the Los Cerritos Channel immediately surrounding the project site to the north and south. These channels provide cooling water for two electric generating plants, both of which are operated by AES Alamitos LLC. The LADWP Haynes Generating Station is located to the southeast of the project site across the San Gabriel River. Studebaker Road forms the western boundary of the proposed project site, and facilities associated with the AES generating plants are located adjacent to the eastern boundary. Figure 1 illustrates the project location.

Project Characteristics

The proposed project is a mixed-use retail-commercial development to be anchored by a Home Depot. The project includes 191,529 square feet of commercial space including a 104,886-square-foot home improvement store with a 34,643-square-foot garden center; a 7,000-square-foot sit-down restaurant with an approximately 2,050-square-foot outdoor eating area; and 45,000 square feet of other retail uses. Table A provides a breakdown of project square footage. A total of 918 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements. Access to the site will be provided by a new primary entry at the signalized intersection of Studebaker Road and Loynes Drive and by two new secondary entries providing right in/right out access from Studebaker Road. Figure 2 is a site plan for the proposed project.

The entire project site will remain a single parcel of land. Home Depot and other tenants will lease portions of the project site from the landowner/applicant, Studebaker LB, LLC.

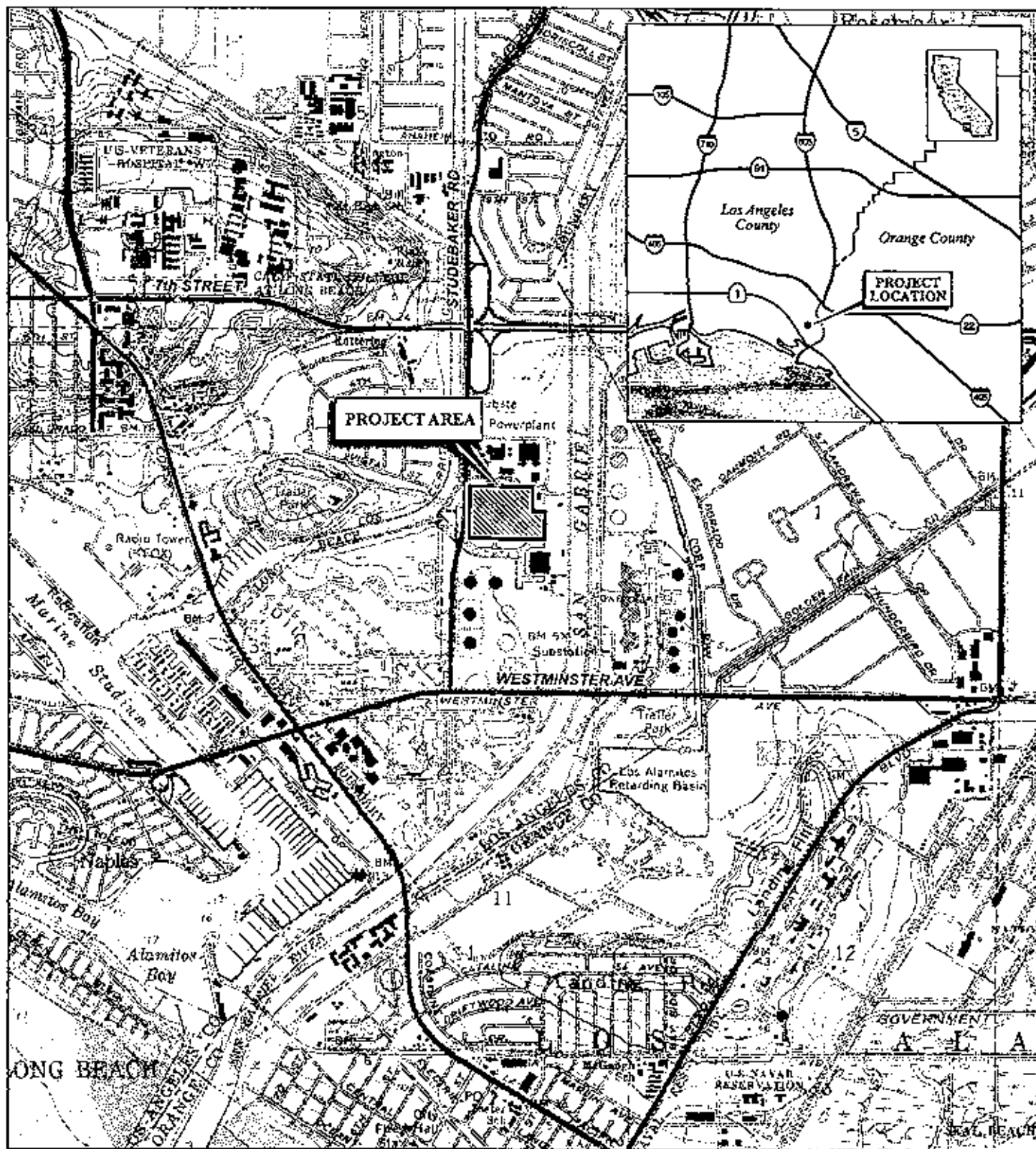
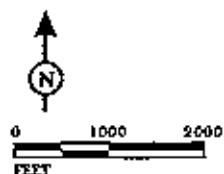


FIGURE 1

LSA



SOURCE: USGS 7.5' Quads - Seal Beach & Los Alamitos, Ca.

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Long Beach Home Depot
Project Location

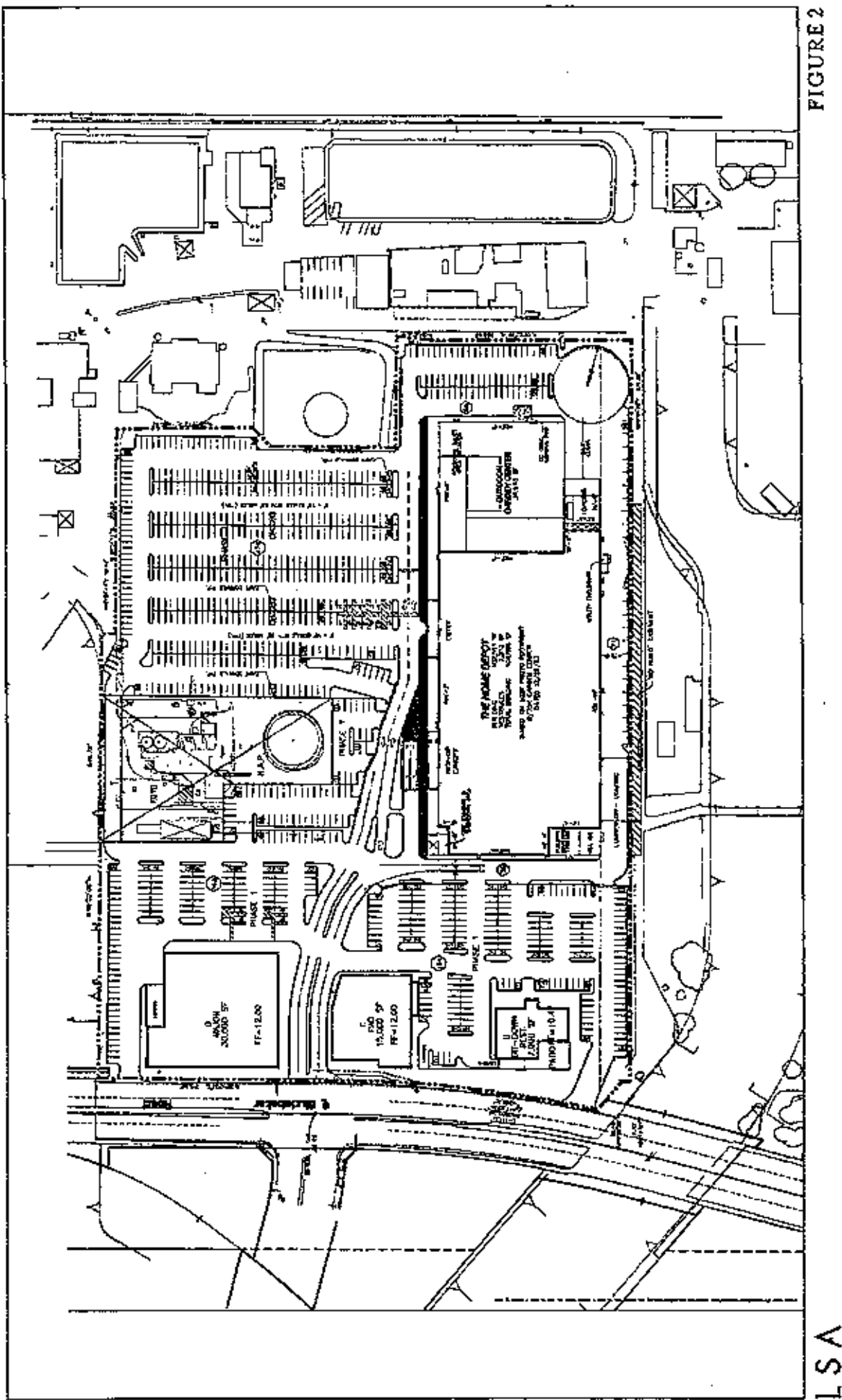
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Table A: Total Proposed Building Area

	Tentative Use	Square Footage
Home Depot	Store	104,886
	Garden Center	34,643
Pad B	Restaurant	7,000
	Outdoor Seating	2,050*
Pad C	Retail	15,000
Pad D	Major Retail	30,000
Total		191,529

* Outdoor seating not included in total building area

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**Long Beach Home Depot
Proposed Project**

SOURCE: Greenberg Farrow

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The Pacific Energy distribution facility in the northern portion of the site will remain in place after construction of the project. This area will consist of a lined retention basin that contains the cutter stock oil AST, a heating unit, two cylindrical natural gas tanks, a lube oil tank, pumps, the equipment room, and associated piping. The facility occupies approximately 1.2 acres of the 17.8-acre site. In addition, the existing aboveground pipelines connecting this area to the Pacific Energy tanks (via the central portion of the site) will be rerouted along the eastern boundary to connect to these tanks.

The LADWP AST and associated equipment and pipelines, the former hazardous material storage area, the hose storage building, the pig launching area, Tanks 1-4, and associated aboveground and underground piping will be removed as part of the project. Utility lines serving the existing distribution facility will be removed and/or relocated to accommodate the proposed project. Any soils encountered that are contaminated with substances determined to be at hazardous concentrations will be removed in accordance with local, State, and federal standards and will be transported to a State-approved facility.

Development of the retail-commercial center will result in the excavation of approximately 40,460 cubic yards of earth on site. Approximately 18,490 cubic yards of the excavated earth will be used as material for the construction of on-site embankments. Approximately 21,970 cubic yards of earth are to be exported off site, to a location to be determined.

Development of the retail-commercial center includes the provision of the necessary infrastructure for the new commercial center, including storm water drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications.

Due to the lack of sanitary sewer facilities at the site, the proposed project includes construction and operation of a private lift station with hydropneumatic pumps and a concrete-lined holding tank. The purpose of the holding tank is to allow discharge during off-peak hours. The system may also include an odor control system as necessary to mitigate any odor that might be generated by sewage stored during the day. As a discharge option, the sewage would be conveyed from the lift station via a 4-inch force main to an existing 8-inch line at the end of Vista Street. The force main would run underground to the Loynes Street bridge, be mounted on the bridge, and then continue underground in the street to a connection point on Vista Street. There the force main would connect with an existing 8-inch line maintained by the Long Beach Water Department. Figure 3 provides the proposed route for the sewer connections for which permits will be required from the Long Beach Water Department. After review of the proposed design, the Long Beach Water Department may approve an alternative discharge method.

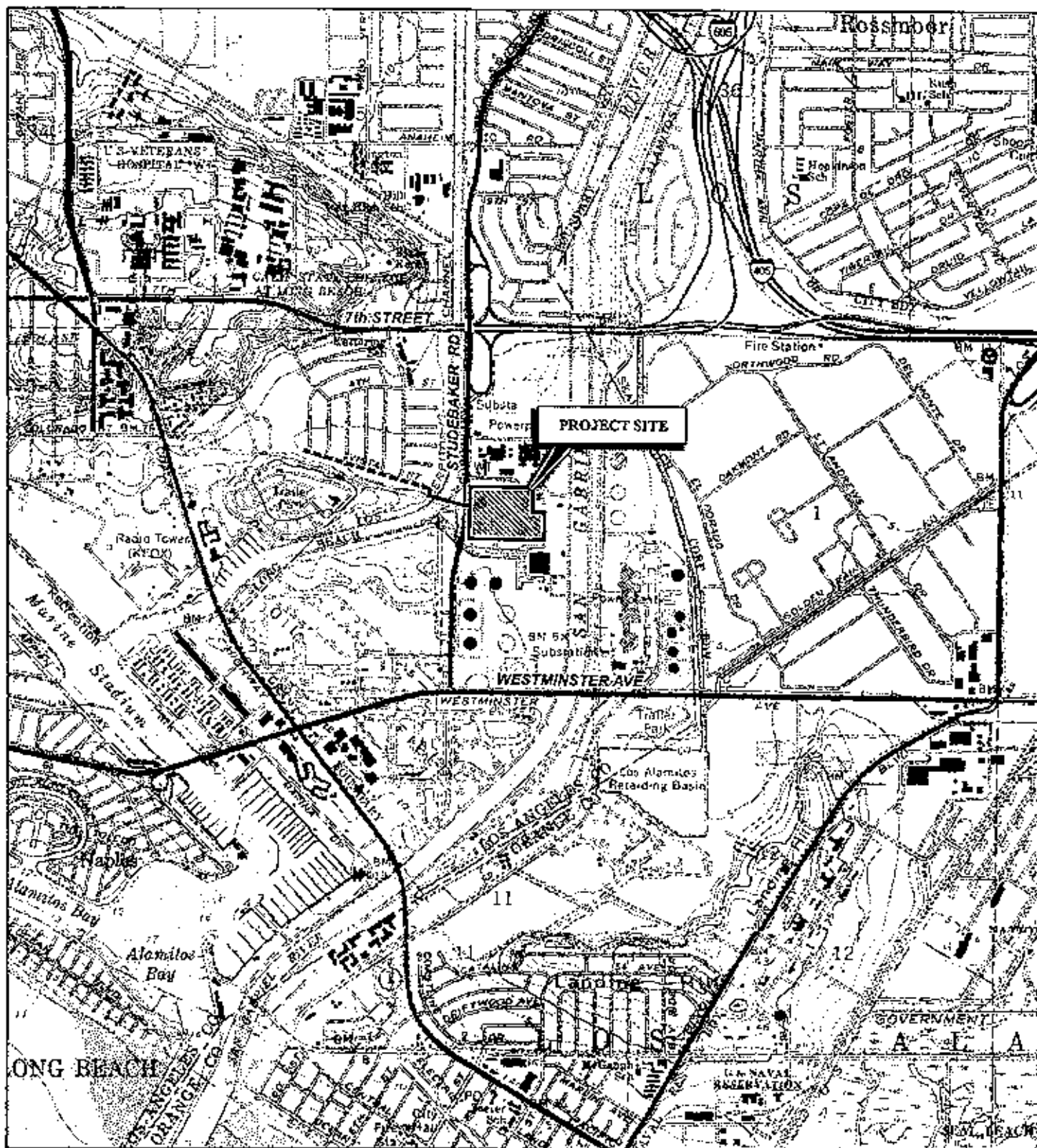
The proposed retail-commercial center will be developed in accordance with the requirements of the LCP, SEADIP (PD-1), and the IG Zone. The proposed project requires a Conditional Use Permit for retail trade in the PD-1/IG Zone, a Local Coastal Development Permit, and Standards Variances.

Discretionary Actions

Development of the proposed project will require discretionary approvals by the Lead Agency (City of Long Beach) and by Responsible Agencies. A Lead Agency is the public agency having the principal responsibility for carrying out or approving the project. The City of Long Beach's discretionary actions include the following:

- Demolition Permits
- Site Plan Review
- Local Coastal Permit to allow for the construction of the proposed retail-commercial development within a coastal area; the discharge of treated storm water into the Los Cerritos Channel; and the construction of a sewer force main along the bridge over the Cerritos Channel in Loynes Drive
- Conditional Use Permit to allow retail trade in the IG Zone
- Signage Program for the retail-commercial center, which may entail a waiver from the sign development standards
- Standards Variances for the following:
 1. Exception from the Long Beach Municipal Code to permit the construction of the following curb cuts on Studebaker Road in lieu of the allowable 24-foot-0-inch-wide curb cuts:
 - a. A 55-foot-0-inch-wide curb cut at Loynes Drive
 - b. A 35-foot-0-inch-wide curb cut at the southern boundary of the site
 - c. A 30-foot-0-inch-wide curb cut at the northern boundary of the site
 2. Exception from Long Beach Ordinance No. C-7827 to permit development in the SEADIP Area (PD-1) with less than 30 percent of the site to be retained for usable open space.
 3. Exception from Long Beach Municipal Code Section 21.44.070 to permit the display of a 6-foot-wide-by-10-foot-long government flag in lieu of the allowable 6-foot-wide-by-6-foot-long government flag
 4. Exception from Long Beach Municipal Code Section 21.33.130 to permit a flagpole to be placed on the roof of a building that exceeds the allowable height limit of 35 feet by 15 feet in lieu of the allowable 10 feet

Because the project also involves approvals from other agencies such as the State Water Resource Control Board, these agencies are Responsible Agencies under CEQA. Section 15381 of the State CEQA Guidelines defines Responsible Agencies as public agencies other than the Lead Agency that will have discretionary approval power over the project as defined by CEQA. Table B provides a list of probable future actions by Responsible Agencies as they relate to the proposed project.



LSA



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FEET

SOURCE: USGS 7.5' Quads - Seal Beach & Los Alamitos, Ca.

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-  PROJECT AREA
-  PROPOSED 4" FORCE MAIN
-  EXISTING 8" SEWER LINE

FIGURE 3

Long Beach Home Depot
Conceptual Sewer Line Extension

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Table B: Probable Future Actions by Responsible Agencies

Responsible Agency	Action
State Water Resources Control Board	Applicant must submit a Notice of Intent (NOI) to Comply with the General Activity Construction National Pollution Discharge Elimination System Permit (NPDES)
Regional Water Quality Control Board (LA)	Section 401 water quality certification
U.S. Army Corps of Engineers	Section 404 Permit for construction of sewer line across Los Cerritos Channel bridge
City of Long Beach Water Department	Installation of sewer pipes from lift station to connection in Vista Street
California Department of Oil, Gas, and Geothermal Resources/City of Long Beach Department of Oil Properties	Petroleum pipeline relocation and abandonment

ENVIRONMENTAL PROCEDURES

This NOP will be submitted to the State Clearinghouse, Responsible Agencies, and other interested parties that have specifically requested a copy of the NOP. Release of the NOP will be publicly noticed, and a scoping meeting will be held to obtain information about the scope and content of the EIR. After the 30-day review period for the NOP is complete and all comments are received, a Draft EIR (DEIR) will be prepared in accordance with CEQA as amended (Public Resources Code, Section 21000, et seq.) and the State Guidelines for Implementation of CEQA (State Code of Regulations, Section 15000, et seq.). The DEIR will comply with the procedures for implementation of CEQA adopted by the City of Long Beach.

Detailed analysis will be conducted in order to ascertain the proposed project's potential impact on the environment and the relative degree of impact prior to implementation of mitigation measures. Where impacts are determined to be significant, mitigation measures will be prescribed with the purpose of reducing those impacts completely or to the maximum degree feasible. An analysis of alternatives to the proposed project will also be included in the DEIR. In addition, a discussion regarding cumulative impacts associated with foreseeable future projects within the vicinity of the proposed project (including the proposed project) will be included in the DEIR.

Project Alternatives

The DEIR will include review and analysis of at least four development alternatives including, but not limited to, the No Project/No Development, No Project/Existing General Plan, and Alternative Locations. Based upon the analysis and data presented in the EIR, a determination will be made as to which alternative or alternatives generate fewer environmental impacts, if any.

INITIAL STUDY CHECKLIST

An Initial Study Checklist is a preliminary analysis of the proposed project prepared by the Lead Agency to determine whether a Negative Declaration (ND) or EIR must be prepared (State CEQA Guidelines Section 15365).

The Initial Study Checklist addresses each question required by the State CEQA Guidelines and indicates the potential impacts of the proposed project. The Checklist provides impact criteria from federal and State agencies, the State CEQA Guidelines, and adopted City policies. The Checklist used in this NOP is based on Appendix G of the State CEQA Guidelines and is generally consistent with the draft thresholds prepared by City staff.

The discussion in the section that follows the Checklist indicates the potential impacts of the proposed project and whether the proposed project will have any impacts that are:

1. Potentially Significant,
2. Potentially Significant Unless Mitigation Is Incorporated,
3. Less Than Significant Impact, or
4. No Impact.

All answers must take into account the whole action involved, including impacts that are off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction-related as well as operations-related.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is Potentially Significant, Less Than Significant with Mitigation, or Less Than Significant. "Potentially Significant Impact" is appropriate if substantial evidence exists that an effect may be significant. If one or more "Potentially Significant Impact" entries exists when the determination is made, an EIR is required.

The Initial Study Checklist and discussion section have been prepared according to Sections 15063, 15046, and 15065 of the State CEQA Guidelines.

INITIAL STUDY CHECKLIST

Long Beach Home Depot (CLB 430)

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES Would the project:				
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death, involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. TRANSPORTATION/TRAFFIC Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF CHECKLIST RESPONSES

I. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. At build out, the proposed project will include a home improvement center and other retail commercial structures. There are no scenic vistas adjacent to the proposed project site, and as such no impact is expected to occur as a result of project implementation.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no identified scenic roads or highways on or adjacent to the proposed project site. There are no scenic resources in the vicinity of the project area, nor are there unique physical characteristics, such as rock outcroppings. As such, no impact is expected to occur as a result of project implementation.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The project site and surrounding area is characterized by industrial uses. There are no scenic resources in the vicinity of the project area, nor would the project substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project would result in the removal of above ground storage tanks, the construction of new commercial buildings, and the addition of landscaping and lighting. The project site may add substantial light and glare to the area. An analysis of changes to the aesthetic environment will be addressed in the EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact Unless Mitigation Incorporated. Project implementation would create lighting sources on the project site with the addition of building, parking area, and security lighting. Although the proposed project may create a significant new source of light, there is sufficient distance between the project site and the nearest sensitive receptors so that any potential impacts are expected to be less than significant. The EIR, however, will describe project lighting and will identify mitigation measures, if needed, to reduce potentially significant impacts resulting from new light sources on the project site.

II. AGRICULTURAL RESOURCES. Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?**
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?**

No Impact. Based on Farmland Maps prepared by the California Department of Conservation (2000), the proposed project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site and surrounding areas are characterized by industrial uses. The proposed project will not convert designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, conflict with existing zoning for agricultural use or a Williamson Act contract, or affect any existing or future agricultural uses. Therefore, development of the site would not impact agricultural resources. Agricultural resources will not be evaluated in the EIR because the proposed project is not expected to have a significant effect on the environment in a manner that relates to this topic.

III. AIR QUALITY. Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**
- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?**
- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact. The proposed project site is located in the South Coast Air Basin (Basin), which is a nonattainment area for three of the six criteria pollutants. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which prepares and adopts an Air Quality Management Plan (AQMP) that identifies strategies intended to bring the Basin into compliance with federal air quality rules. The assumptions in the AQMP reflect future land use build out according to adopted General Plans in the region.

Because the South Coast Air Basin is a nonattainment area for three of the six criteria pollutants (PM₁₀, carbon monoxide, and ozone), construction and occupation/use of the proposed project site could contribute to delay in the ultimate attainment of regional air quality levels established by State and federal standards.

The proposed project has the potential to result in significant short-term construction-related air quality impacts associated with demolition, grading activity, and long-term air quality impacts related to vehicular traffic in particular. A comprehensive air quality analysis will be completed as part of the EIR, analyzing both the short-term (construction) and long-term (operational) impacts of the project. The EIR will also identify appropriate and feasible mitigation measures, should there be significant impacts. Because the project is in a nonattainment basin, it may not be possible to reduce overall air quality impacts to below a level of significance.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project may generate substantial truck traffic for deliveries and maintenance. In light of existing conditions, it is believed that these trucks may generate additional diesel fumes and that these fumes have the potential to create objectionable odors. Odors will also be generated by the on-site restaurant uses and the sewage holding tank; however, odors emanating from these uses are not expected to be detected off site. The potential for the project site to generate odors that will affect a substantial number of people is remote and less than significant. The EIR will analyze this issue and identify feasible mitigation, if necessary.

IV. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. This proposed project site is currently developed as an oil tank storage farm adjacent to two electricity generating stations. At this time, there are no known candidate, sensitive, or special status animal species inhabiting the site. However, it is possible that animal species of concern may live on site. Pursuant to the discussion accompanying CEQA Guidelines Section 15065, the loss of habitat for species of special concern may be considered a potentially significant impact and will be addressed in the EIR. The EIR will incorporate the analysis, findings, and mitigation measures formulated in the biological survey being prepared for the project site.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. This proposed project site is currently developed as an oil tank storage farm adjacent to two electricity generating stations. Intake channels from the Los Cerritos Channel surround the project site on the north and south. Although the banks of the intake channels may provide limited and degraded habitat for wildlife, such habitat is not identified on any local or regional plans. The EIR will incorporate the analysis, findings, and mitigation measures formulated in the biological survey being prepared for the project site.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. Although no wetlands are known to exist on the project site, extension of the sewer line across the bridge on Loynes Drive may impact wetland areas in the Los Cerritos Channel. Potential impacts to wetlands will be addressed in the EIR, and appropriate mitigation will be included, if necessary.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. This site has not been identified as a crucial portion of the migratory path of any animal species. The site is developed and located in a fully urbanized area. Consequently, no impacts related to migratory species are expected. This topic will not be analyzed further in the draft EIR unless new information identifying it as a potential impact is presented during the NOP process.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The City of Long Beach has no Municipal Code provision regarding tree removal or replacement on private property although tree replacement is often part of mitigation for new projects requiring discretionary permits. The City Zoning Ordinance requires trees and landscaping in the public right-of-way for new projects. Compliance with landscaping requirements will be addressed in the Land Use and Planning section of the draft EIR. The EIR will include comprehensive information on existing on-site trees.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. There are no adopted habitat conservation plans or natural community conservation plans applicable to the project site. This topic will not be analyzed further in the draft EIR unless new information identifying it as a potential impact is presented during the NOP process.

V. CULTURAL AND PALEONTOLOGICAL RESOURCES. Would the project:

- a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?

Less Than Significant Impact. No historical resources are anticipated on site. However, the cultural resource evaluation in the EIR will include an evaluation of potential on-site historic resources. Appropriate mitigation measures will be identified as necessary.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact Unless Mitigation Incorporated. There are no known archaeological resources on the project site. Due to the heavily disturbed nature of the project site, it is unlikely any will be found. The topic will, however, be addressed in the EIR. Precautionary mitigation may be included in the EIR to protect unknown buried resources.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact Unless Mitigation Incorporated. Although there are no known paleontological resources on the project site, the potential to encounter such resources exists. The topic will be addressed in the EIR. Precautionary mitigation may be included in the EIR to protect unknown buried resources, should there be an indication that they may be present.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact Unless Mitigation Incorporated. There are no known human remains interred on the project site. Precautionary mitigation may be included in the EIR to address any potential impacts related to unknown remains that might be uncovered during grading activities.

VI. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. There are no known faults that lie directly below the proposed project site, and the project site is not within or adjacent to an Alquist-Priolo Special Study Zone. However, the project site, like most of Southern California, is in an area of high seismic activity. Therefore the project site could be periodically subjected to moderate to intense ground shaking from active and potentially active faults. The site is also located in an area identified by the State of California as having the potential for liquefaction (Seismic Hazard Zone, Los Alamitos Quadrangle, March 25, 1999). The Seismic Hazards Mapping Act requires investigation for this potential hazard and, if a hazard exists, that its effects be mitigated.

The project must be designed and constructed in accordance with the Zone 4 criteria of the current Uniform Building Code and other local codes that may apply. The project will also be required to comply with the recommendations of a geotechnical engineer and geologist. The implementation of these standards and criteria will minimize to the extent feasible potential impacts associated with a seismic event.

The EIR analysis will include the location of known faults and their potential for earthquake-induced ground shaking capable of causing rupture, liquefaction, settlement, and landslides. Mitigation will be included, if necessary. The potential exposure of people or structures to geologic hazards such as seismic-related ground failure or substantial erosion and to soil conditions such as instability, subsidence, compressibility, expansiveness, or other conditions that might affect project improvements will also be evaluated.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

Potentially Significant Impact Unless Mitigation Incorporated. There are no sewer facilities that can serve the project site under Studebaker Road or Loynes Drive. A private lift station with an equalization tank, odor control system, and force main to convey sewage from the development to Long Beach Water Department sewage facilities on Vista Street is proposed as part of the development. It is anticipated that the proposed structures can be supported if constructed pursuant to the recommendations of the project geotechnical engineer. The EIR will include an analysis of proposed improvements to the on-site wastewater facilities and the ability of on-site soils to support the alternative wastewater system. If necessary, mitigation measures will be included to reduce the project's impacts to the extent feasible.

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) **Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Potentially Significant Impact Unless Mitigation Incorporated. Hill Middle School is within one mile of the project site, and Kettering Elementary School is located within one-half mile of the project site. The proposed project is a retail commercial center anchored by a Home Depot. Construction and operation of the center would not involve extensive use of hazardous substances or risk of accidental explosion. Potentially hazardous substances contained in typical household products such as cleaners, solvents, automotive oils, and paints would be used and possibly sold on the property. The Long Beach Fire Department and Los Angeles County Fire Department Health and Hazardous Materials Division (HHMD) regulate the handling, storage, and disposal of hazardous substances on the property. Compliance with existing standards will minimize to the extent feasible potential impacts associated with these products. The EIR will include a discussion of potential hazards caused by the proposed project and will include mitigation measures, if necessary, that will reduce potential impacts to a less than significant level.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Potentially Significant Impact. A Phase I Environmental Site Assessment conducted in 1997 for the Alamitos Generating Station, 690 N. Studebaker Road—the property immediately adjacent to the proposed project site—found that the site was not a list pursuant to Government Code Section 65962.5. There was a record of two oil spills on that property.

A new Phase I Environmental Site Assessment is being prepared for the project site to determine the hazardous substance concerns at the site. The EIR will include a discussion of potential hazards caused by the proposed project (including hazards related to demolition and removal of existing structures) and will include mitigation measures, if necessary, that will reduce potential impacts to the extent feasible.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**
- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The proposed project is located more than two miles from the nearest airport facility, the Armed Forces Reserve Center near the Naval Weapons Station, Seal Beach. The project site is not located within the Airport Land Use Plan and thus is not considered subject to safety hazards from airport or military operations. Although the airspace above the project site may be used by aircraft associated with either of these facilities, it is unlikely that the project site is at risk because of airspace uses because most accidents occur during landings and takeoffs. This topic will not be analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Disaster Management Division is located within the Support Services Bureau of the Fire Department, which is responsible for disaster planning, interagency coordination, planning and execution of citywide exercises, citywide SEMS (Standardized Emergency Management System) training, and management of the terrorism grant funds.

Responsibilities include staff and oversight of the Disaster Committee and the Terrorism Working Group. Representatives of this office coordinate closely with the Operational Area and the Governor's Office of Emergency Services to ensure that the coordination and compliance requirements of the SEMS regulations are maintained. Revisions in the City's Emergency Operations Plan are currently under way. These changes will bring the City into full compliance with SEMS regulations and planning guides.

The project site is bounded on the west by Studebaker Road. The proposed project will likely include improvements to these streets to facilitate access to and from the proposed project site. There will be no changes to the street network that would adversely affect emergency response or evacuation plans and the proposed project site provides access for emergency vehicles (Police, Sheriff, Fire/Paramedics). Consequently, this topic will not be further analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is in an urbanized setting where it is surrounded by industrial development, the San Gabriel River, and the Los Cerritos Channel. There are no open space areas with vegetation or brush that would pose a significant fire hazard. The project site is not within a designated high fire hazard area, and no impacts related to wildland fires are expected. Consequently, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The project has the potential to significantly impact water quality during construction and operation. A hydrology study describing existing and proposed drainage areas, design storm flows, surface drainage calculations, and erosion issues will be prepared and summarized in the EIR.

Construction of the project will require compliance with the State General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit, as well as with applicable City ordinances that implement requirements of the municipal NPDES permit. The construction activity permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to prevent erosion and polluted runoff from leaving the site during storms and contaminating waterways. As required by the Standard Urban Storm Water Mitigation Plan (SUSMP) for Los Angeles County and City of Long Beach Municipal Code Chapter 18.95, developments that result in 100,000 square feet or more of impermeable surface, including parking lots, are subject to specific source control and treatment control best management practices (BMPs) requirements. The project is being designed to incorporate BMPs to address pollutants of concern such as trash, bacteria, nutrients, metals, and petroleum hydrocarbons. Compliance with existing standards will minimize to the extent feasible potential impacts associated with these products. This issue will be fully addressed in the EIR. Additional mitigation will be included in the EIR, if necessary, to further reduce potential impacts to a less than significant level.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?**

Less Than Significant Impact. The land uses proposed by the project would not significantly change groundwater quantities because the uses do not include a proposal for groundwater extraction or injection, and the project site is not located in a groundwater recharge area. The project site is located seaward of the Alamitos Seawater Intrusion Barrick, which spans the Los Angeles and Orange County line, preventing ocean water from contaminating Los Angeles County's central basin and Orange County's groundwater basin. Therefore, the project is expected to have a less than significant impact on aquifer volume. This issue will be fully addressed in the EIR.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?**
- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?**

Less Than Significant Impact. The project site will be regarded to accommodate the proposed project. The on-site drainage improvements will be constructed to current water quality and hydrology standards. Therefore, the project is not expected to result in substantial erosion or siltation or to substantially increase the rate or amount of surface runoff resulting from alteration of the existing drainage pattern of the site. This issue will be fully addressed in the EIR.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f) Otherwise substantially degrade water quality?

Less Than Significant Impact. The proposed project will incorporate on-site drainage improvements needed to accommodate the proposed land uses. The project site will also feature water quality management features to address the quality of runoff generated by the site. On-site improvements will accommodate project drainage needs consistent with off-site drainage improvements. The EIR will address potential water quality impacts that may result from project implementation and will consider best management practices and mitigation measures to reduce potentially significant impacts to a less than significant level.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i) Expose people or structures to a significant risk of loss, injury or death, involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. The proposed project site is located in Flood Zone X (FEMA Q3 Flood Data 1996). Flood Zone X includes areas that are outside the 100-year floodplains, areas of 1 percent annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1 percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1 percent annual chance flood by levees. The proposed project will not place housing within a 100-year flood hazard area. The project storm drain system will provide adequate flood protection so that potential flooding impacts are less than significant.

The project site is not located in close proximity to or in the flood path of a dam or levee and therefore is not susceptible to these risks. As shown in the Long Beach General Plan Seismic Safety Element, the project site is outside the flood influence areas for both the Whittier Narrows Dam and the Hansen Basin Flood Control facility. In the event of failure or breach of the Whittier Narrows Dam, the closer of the two facilities, flood waters would be contained by the San Gabriel River and the Los Cerritos Channel near the project site. This topic will be fully addressed in the EIR and mitigation measures will be identified, if necessary, to reduce potential project impacts to a less than significant level.

- j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is not in a designated seiche or tsunami influence area according to the City of Long Beach General Plan Seismic Safety Element (1988). There are no hillsides or slope areas adjacent to the site that could generate a mudflow. Therefore, no impacts from these conditions

are anticipated, and this issue will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

IX. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?

No Impact. The project site is currently developed as an oil tank storage facility and as such there is no established community on the property. Project implementation will redevelop the site for retail commercial use. The project will not divide or disrupt the physical arrangement of the surrounding area. Consequently, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

Less Than Significant Impact. The proposed center is located within Subarea 19 of the Southeast Area Development and Improvement Plan (SEADIP). Much of this area, including the project site, is under the jurisdiction of the Local Coastal Program (LCP). The proposed project would require a Conditional Use Permit but would otherwise be consistent with the Zoning Ordinance and General Plan. The project will require a Local Coastal Development Permit. Consistency with applicable land use plans and ordinances will be addressed in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project will not conflict with any habitat conservation plan or natural community conservation plan. There are no such plans applicable to the project site. Consequently, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

X. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The proposed project site is not a mineral resource recovery site designated on a local general plan, specific plan, or other land use plan. The project site contains no known mineral

resources that would be of value to the region or to the residents of the State of California. Although oil extraction activity occurs within the southeast portion of the City, there is no indication that oil is buried beneath the surface of the project site, and the geological composition of the soils beneath the site make it unlikely. Consequently, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

XI. NOISE. Would the project result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. The applicable noise standards governing the project site are set forth in the Long Beach Municipal Code (Section 8.80). The City of Long Beach has adopted the State of California noise guidelines established by the Office of Noise Control and the State Government Code Section 65302(g). In addition to the State noise guidelines, the City of Long Beach has a Noise Control Ordinance that establishes the maximum permissible noise levels generated by individual noise sources. The City's Noise Control Ordinance also governs the time of day that construction work can be performed.

Noise levels on and in the vicinity of the project site will change as a result of the proposed project. Potential noise impacts associated with the project include road noise due to increases in vehicular traffic and construction noise. The potential noise impacts that may occur as a result of project implementation will be identified in the EIR. Analysis will also identify sensitive receptors in the vicinity of the project, if any, address applicable local noise standards, and analyze potential noise impacts.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Less Than Significant Impact. Construction of the project would not result in significant groundborne vibration or groundborne noise on properties adjacent to the project site. Furthermore, project operation would not generate significant groundborne noise and vibration that are above existing levels. Consequently, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. Refer to response XIa above. The EIR will address any potential permanent and substantial temporary or periodic increases in ambient noise levels in the project vicinity. Potential noise impacts and mitigation measures, if necessary, will be addressed in the EIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The project is not located within an airport land use plan or within two miles of a public airport or private airstrip. The nearest airport facility, which is also more than two miles away, is the Armed Forces Reserve Center near the Naval Weapons Station, Seal Beach. The project site is not located within any air facility's adopted noise contours; therefore, project implementation will not result in exposure of people working on or visiting the project site to excessive noise levels attributable to the airport. The EIR will address potential noise impacts associated with aircraft flying over the site and include mitigation measures, if necessary.

XII. POPULATION AND HOUSING Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed project is not a residential development and will therefore not result in direct growth-inducing effects. The proposed project includes redevelopment of a site within an urbanized area. The project site is located in an industrial area and is expected to serve the existing demand for services in the southeast portion of the City. The project is not the type of land use that would induce population growth. This topic will not be analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project will not displace existing housing or people. The proposed project includes redevelopment of a site within an urbanized area. The project site is located in an industrial area and is expected to serve the existing demand for services in the southeast portion of the City. This topic will not be analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

XIII. PUBLIC SERVICES Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental

facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Less Than Significant Impact. The proposed project is an urban in-fill project in an area presently served by all public services. While the redevelopment of the project site has the potential to result in an increase in demand for fire protection services, the increase is expected to be incremental and not result in the need for new or expanded fire department facility. Impacts related to public services, including fire protection and emergency medical services, are expected to be less than significant. The EIR will, however, address service capacity of existing systems and any potential impacts to those services.

Police protection?

Less Than Significant Impact. The proposed project is an urban in-fill project in an area presently served by all public services. While the redevelopment of the project site has the potential to result in an increase in demand for police services, the increase is expected to be incremental and not result in the need for new or expanded police facilities. Impacts related to public services, including police protection, are expected to be less than significant. However, the EIR will address service capacity of existing systems and potential impacts to those services.

Schools?

No Impact. The proposed project will not result in a population increase or create new housing; therefore, no impacts to schools are expected. Impacts related to public services, including schools and other public facilities, are expected to be less than significant. This topic will not be analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

Parks?

No Impact. The proposed project would not generate a need for park space. Therefore, public parks are not anticipated to be affected by the proposed project. This issue will not be further addressed in the EIR.

Other public facilities?

Less Than Significant Impact. The proposed project is an urban redevelopment project in an area presently served by all public services. Public services are in place and do not need to be extended in order to serve the project. The EIR will, however, address service capacity of existing systems and any potential impacts to those services.

XIV. RECREATION

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. The proposed project would not generate an increased demand for recreational facilities. It is therefore not anticipated that recreation facilities within the City of Long Beach will be affected by project implementation. This topic will not be analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The proposed project does not incorporate recreational facilities. See also Response XIVa above. This topic will not be analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

XV. TRANSPORTATION/TRAFFIC Would the project:

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Potentially Significant Impact. A traffic and circulation study is in preparation that will address traffic impacts associated with construction and operation of the proposed project. The proposed project may cause an increase in daily vehicle trips when compared to the existing uses on site. The increase attributable to the project may cause congestion at intersections in the vicinity. The EIR will incorporate the analysis, findings, and mitigation measures formulated in a traffic and circulation study.

- b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The City of Long Beach has established Level of Service (LOS) D as the minimum satisfactory operation for peak-hour intersection operations. The proposed project may cause significant traffic impacts on area intersections. The EIR will incorporate the analysis, findings, and mitigation measures formulated in a traffic and circulation study.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. Air traffic patterns will not be affected by the proposed project. The project site is not within two miles of an airport and does not include tall structures or sensitive uses that would necessitate changes in air traffic patterns. This topic will not be analyzed in the EIR unless new information identifying it as a potential impact is presented during the NOP process.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less Than Significant Impact. There are no project-related sharp curves that would result in safety hazards. No incompatible uses that would pose traffic safety hazards are anticipated on the project site. The traffic study will address turning movements and traffic flow from these locations. The EIR will incorporate the analysis, findings, and mitigation measures formulated in the traffic and circulation study.

- e) **Result in inadequate emergency access?**

Less Than Significant Impact. The proposed project includes three access points. Primary access will be from the intersection of Studebaker Road and Loynes Drive. Secondary access may be obtained from two additional driveways on Studebaker Road, one north of the primary entrance and one south of the primary entrance. These driveways are proposed to be right-in right-out only. The proposed project will be required to comply with all applicable standards for emergency access. The EIR will incorporate the analysis, findings, and mitigation measures formulated in the traffic and circulation study resulting from emergency access.

- f) **Result in inadequate parking capacity?**

Less Than Significant Impact. The proposed project includes 963 parking stalls. This exceeds the City's parking standard, which would require 945 parking stalls for the proposed uses at the square footage proposed. Therefore, inadequate parking capacity is not anticipated due to implementation of the proposed project. This topic will not be analyzed in the EIR unless new information identifying this as a potential impact is presented during the NOP process.

- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Less Than Significant Impact. Long Beach Transit and the Orange County Transportation Authority (OCTA) provide public transit near the project site. Commuters may also connect or transfer to Los Angeles Metropolitan Transportation Authority (MTA) services operating elsewhere in the City of Long Beach. The design of the proposed project is not anticipated to affect existing transit facilities or bikeways. The proposed uses may generate additional ridership, although it would be relatively minor additions. Transit authorities will be contacted to determine any potential impacts and mitigation, if appropriate. This topic will be fully addressed in the EIR.

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

No Impact. The proposed project is not an industrial facility and is therefore not subject to the wastewater treatment requirements of the Regional Water Quality Control Board. The project is subject to the requirements of the State General Construction NPDES Permit during construction as well as the requirements of the City of Long Beach Municipal Code Chapter 18.95, which enforces the requirements of the municipal NPDES permit issued by the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB) to the City of Long Beach. The intent of these regulations is to effectively prohibit non storm water discharges into the storm drain systems or watercourses and to require controls to reduce the discharge of pollutants into the storm water to the maximum extent practicable. Refer to Section VIIa for further explanation.

- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Potentially Significant Impact. The Sanitation Districts of Los Angeles County (LACSD) are the wastewater treatment provider for the proposed project site. The Long Beach Water Department operates and maintains over 750 miles of sanitary sewer line and delivers over 40 million gallons of wastewater per day to Los Angeles County Sanitation facilities located on the north and south sides of the City. Currently, a majority of the City's wastewater is delivered to the JWPCP of the Los Angeles County Sanitation District. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the Los Angeles County Sanitation District. Capacity of the JWPCP is 385 mgd, and the plant operates at an average flow of 319.9 mgd. The Long Beach Water Reclamation Plant (WRP) provides primary, secondary, and tertiary treatment for 25 million gallons of wastewater per day.

The proposed project may require the construction of a private lift station with an equalization tank, odor control system, and force main to convey sewage during off-peak hours from the development to the Long Beach Water Department sewer system. After being conveyed to Water Department or LACSD facilities, the wastewater generated by the proposed project will be collected in an existing system of pipes and transported to the JWPCP located in the City of Carson or the Long Beach WRP located in the City of Long Beach for treatment.

The proposed land uses under the proposed project have the potential to result in increased demand for the treatment of used water generated on the project site. The Long Beach Water Department and the LACSD will be contacted during the preparation of the EIR to determine the potential effect of the proposed project on their ability to provide adequate treatment of water used on the site. The EIR will include a discussion of any potential impacts to wastewater treatment facilities caused by the

proposed project and will prescribe applicable mitigation measures, if necessary, and project design features to avoid or reduce impacts to below a level of significance.

- c) **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. The proposed project will require the construction of new storm water drainage facilities on site. The EIR will address impacts to storm water facilities and, if necessary, include mitigation to reduce project impact to the extent feasible.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Less Than Significant Impact. The Long Beach Water Department provides potable water to the project site. Sources of water include groundwater wells located within the City and treated surface water purchased from the Metropolitan Water District of Southern California (MWD). Water purchased from the MWD has two sources: the Colorado River, via the 242-mile Colorado River Aqueduct, and Northern California's Bay-Delta region, via the 441-mile California Aqueduct.

Recent water supply legislation ensures that water supply issues are thoroughly considered as part of the environmental review process. Under Water Supply/CEQA legislation enacted in 2001 (SB-610), if a city or county determines that any project (as broadly defined under the Water Code) is subject to CEQA, it must comply with the water supply assessment procedure as detailed in the State Water Code. A Water Supply Assessment is required for residential projects of more than 500 units and specified commercial and industrial projects or any project that would result in a water demand equivalent to or greater than a 500-unit residential development.

To determine if a Water Supply Assessment is needed for the proposed project, the Long Beach Water Department was contacted. The City of Long Beach Water Department estimates that 500 dwelling units use approximately 204 acre-feet of water per year. Projected water usage by the proposed project is 43.07 acre-feet of water per year, which is far below the 204 acre-feet threshold. Therefore, the proposed project does not exceed the threshold identified in SB-610 and is not subject to the Water Supply Assessment requirements. Regardless, the Long Beach Water Department will be further consulted, and water supply issues will be addressed in the EIR.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact. The City of Long Beach is a member of the Sanitation Districts of Los Angeles County (LACSD), a confederation of independent special districts that provide wastewater and solid waste services in Los Angeles County. The LACSD work together to commit all waste to the County landfill system. Three active sanitary landfills handle approximately 22,000 tons per day (tpd) of trash (approximately 40 percent of the countywide disposal capacity), of which 14,000 tpd are disposed and 8,000 tpd are recycled. The agency also operates three gas-to-energy

facilities, two recycle centers, and two transfer/materials recovery facilities and participates in the operation of two refuse-to-energy facilities.

The Puente Hills Landfill, owned and operated by the LACSD since 1970, is the closest landfill to the project site (approximately 20 miles). The Puente Hills Landfill has a remaining capacity of 38 million tons at an average rate of 12,000 tons per day. The site receives up to 12,000 tons per day, on a six-day average. Tonnage accepted is limited by a Conditional Use Permit to 72,000 tons per week, based on a six-day week, with a maximum allowable daily tonnage of 13,200 tons. In its existing condition, the Puente Hills Landfill reaches its tonnage limit daily and often closes early.

For this reason it is expected that the waste generated by the project site will be transported to the Southeast Resource Recovery Facility (SERRF), which is a publicly owned refuse-to-energy facility located in the City of Long Beach. LACSD participates in its operation but the City of Long Beach owns and oversees the facility. SERRF, which began operation, in July 1988, processes an average of 1,290 tons of municipal solid waste each day and generates up to 36 megawatts of electricity. Over 1.5 billion kilowatts of electricity generated by the facility have been sold to Southern California Edison (SCE). The facility has a daily capacity of 1,380 tons.

It is expected that SERRF will be able to accommodate the additional solid waste generated by the proposed project, and therefore the proposed project will not result in a significant impact related to solid waste. However, the appropriate solid waste hauler will be contacted during the preparation of the EIR to determine the potential effect of the proposed project on its ability to provide adequate solid waste disposal services to the project site. The City of Long Beach Energy Department and LACSD will be contacted to determine the available capacity in the existing landfills at SERRF and their assessment of the potential impacts of the proposed project on these facilities. The EIR will include a discussion of any potential impacts to solid waste disposal facilities caused by the proposed project and if necessary will prescribe applicable mitigation measures and project design features to avoid or reduce impacts to below a level of significance.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. State legislation (Assembly Bill AB 939) requires that every city and county in California implement programs to recycle, reduce refuse at the source, and compost 50 percent of their solid waste. Waste haulers are expected to contribute by recycling residential and commercial waste they collect, and project developers are expected to employ measures to reduce the amount of construction-generated waste by 50 percent or more. Currently, the City of Long Beach is not in full compliance with waste diversion goals set by the State. Contractors will be required to reuse construction forms where practicable or applicable, attempt to balance soils on site, minimize overcutting of lumber and polyvinyl chloride (PVC) piping where feasible, and use landscape containers to the extent feasible. The EIR will address compliance with applicable federal, State, and local statutes, and include mitigation measures, if necessary, to further reduce the project's contribution to the county's solid waste disposal system.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

Pursuant to State CEQA Guidelines Section 15065, a Lead Agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project when any of the following conditions occur:

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact. As previously mentioned, the project site is currently developed as an oil tank storage farm adjacent to two electricity generating stations. At this time, there are no known candidate, sensitive, or special status species inhabiting the site. The EIR will incorporate the analysis, findings, and mitigation measures formulated in the biological survey being prepared for the project site. Please refer to responses IVa-d above for additional discussion of possible impacts to biological resources and Va-d for additional discussion of possible impacts to cultural resources.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact. The project site is located within an area of planned development. The proposed project may incrementally contribute to cumulative environmental impacts in the surrounding area. For each of the issues to be addressed in the EIR, an analysis of the potential for cumulative impacts to result will be provided. Mitigation measures to reduce any identified significant cumulative impacts will be provided, if necessary.

- c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. As noted in the Air Quality section of this document, the proposed project site is in the South Coast Air Quality Basin, which is a nonattainment area for three of six criteria pollutants (PM₁₀, carbon monoxide, and ozone). Because the Basin is a nonattainment area, construction and occupation/use of the proposed project may contribute to a delay in the ultimate attainment of regional air quality levels established by State and federal standards. Additionally, it may not be possible to reduce overall air quality impacts, and their effect on human beings, to below a level of significance.

The proposed project's contribution to cumulative impacts will be addressed in the EIR. The EIR will also address the potential for the proposed project to have a substantial environmental effect on human beings. Mitigation will be incorporated where possible to reduce potential environmentally adverse impacts to less than significant impacts.

APPENDIX A

PART II: NOTICE OF PREPARATION RESPONSES AND PUBLIC SERVICES AND UTILITY PROVIDER LETTERS AND QUESTIONNAIRES

M E M O R A N D U M

DATE April 28, 2004

TO: Project File

FROM: Lisa Williams

SUBJECT: Long Beach Home Depot Scoping Meeting

The Notice of Preparation for the proposed Long Beach Home Depot project was distributed for public review by the City of Long Beach on March 18, 2004. The following text briefly summarizes the verbal comments provided at the Scoping Meeting held on April 7, 2004, at Kettering Elementary School.

Traffic and Circulation

- The EIR should address the potential for vehicles from the project site to cut through adjacent neighborhoods and the ways to prevent this from happening.
- The EIR should address the type of traffic that will be associated with the proposed project including trucks, delivery trucks, and patrons' vehicles.
- The EIR should identify and analyze truck routes for construction and future delivery traffic.
- The EIR should note the existing traffic issues on Loynes including the deteriorated condition of the roadway.
- The EIR should evaluate safety hazards associated with increased traffic from the project site as it relates to children and schools in the area.
- The EIR should provide and analyze the impact of the hours of operation and potential delivery schedules of the proposed project on traffic.
- The EIR should provide an estimate of the number of customers, traffic counts, and the number of times parking spots will turn over in a day.
- The EIR should address the impacts of the extension of Studebaker through the Los Cerritos Wetlands. [Note: This is not part of the project. It is not a proposed or planned project in the City of Long Beach.]
- The EIR should address short-term impacts to Loynes resulting from construction of the proposed project and the sewer line extension.
- The physical impact of increased traffic (especially truck traffic) on already deteriorated roads should be analyzed.

Aesthetics

- The EIR should address the aesthetic impact of the project on the scenic vista represented by the Los Cerritos Wetlands. [Note: The characterization of the Los Cerritos Wetlands as a designated scenic vista is incorrect.]
- Impacts related to the variance from the 30 percent open space requirement should be addressed.
- The EIR should analyze potential impacts on surrounding homes from light and glare emanating from the project site.

Air Quality

- The EIR should address odors associated with the sewage system and holding tank.
- The EIR should include an analysis on the potential air quality impacts of the proposed project.

Biological Impacts

- The EIR should address biological impacts of the proposed project on the Los Cerritos Wetlands, including impacts to marine and wetlands species.
- The EIR should address potential impacts of the proposed project on the Los Cerritos Channel and the San Gabriel River.
- The EIR should address impacts to avian species at the Los Cerritos Wetlands.

Geology and Soils

- The EIR should evaluate the possible geotechnical issues related to putting the project on "landfill."

Hazards and Hazardous Materials

- The EIR should consider health risks associated with proximity to the tanks that will remain/be located adjacent to the parking area.
- The EIR should include mitigation for possible soil contamination from petroleum products associated with the storage tanks.
- The EIR should address safety issues related to proximity of the project site to power plants.

Noise

- The EIR should address noise impacts to surrounding homes including noise from the loading dock and staff paging.
- The EIR should consider the use of sound walls to mitigate noise impacts to surrounding homes.

Land Use and Planning

- Consistency with the Southeast Area Development and Improvement Plan (SEADIP) should be addressed. Specifically, the EIR should address specific plan goals related to wetlands and water resources in the City of Long Beach.
- The EIR should address impacts on surrounding communities including the City of Seal Beach.
- The EIR should consider whether the project is an example of spot zoning/planning.

Public Services and Utilities

- The EIR should address design of the sewage system and impacts on neighborhoods (including odors) during construction of the system and after it is operational.
- The EIR should address impacts to the existing sewer system.
- The EIR should address potential impacts on nearby schools (including increased traffic and safety concerns).
- The EIR should address the potential increase in crime associated with implementation and operation of the proposed project.

Water Quality

- The EIR should address potential water quality impacts from runoff from the project site.

Alternatives

- The EIR should consider a public park on the project site.
- The EIR should consider an alternative project site, like the Boeing site, for the proposed project.

Other

- The EIR should address the impact of the proposed project on nearby home values.
- The EIR should provide a history of the project.
- The EIR should address impacts to the Quality of Life of residents from increased traffic, noise, pollution, congestion on local freeways, and decreased air quality from diesel trucks.
- The project proponents were urged to reconsider the project because existing commercial businesses in the area are going out of business.
- The EIR should consider the growth-inducing impacts of the proposed project. Will the project encourage the redevelopment of other properties in the area including the Los Cerritos Wetlands?
- The EIR should provide a list of tenants or potential tenants for the project site.
- The EIR should address the project's proximity to existing Home Depots.
- The Cumulative Impact Analysis should include Boeing as a planned/future project.

HD-LB COMMENTS 4-7-04

Jania Dahl

- Against: can do better than HD for the site
- Loynes Drive: traffic, harmful to homes; consider over teaming up
- Wetlands: save—need more OS
- homeowners not notified

Dan O'Connor

- cozy relationships between City and developer
- all work done already; the project is a done deal

John _____

- Home closest to HD
- Who's Pacific Retail Partners; represents HD; holding Company—Studebaker Ltd, LLC
- Inglewood beat Wal-Mart

Dave Bates: Island Village HOA

- Vote to oppose
- Loading dock facing homes: noise and constant paging from future garden center
- EIR should address cumulative impact of Boeing conversion to a new use; traffic on streets
- Light and glare: to HOA; need to contain
- Parking space: how many times will spaces turn over

-
- Who makes final decision; CUP, variance; from 30 percent OS; w/EIR PC to decide unless appealed
 - Concern over 24-hour HD
 - Concern over too many HDs

Stacy _____

- Traffic: trucks on 7th Street
- illegals looking for work

Walter Schmidt

- concern over being a done deal
- When did project start; who did HD see; contact
- Concern over HD paying for EIR; conflict
- Traffic on Vista issues

Tim Vansquary

- Project is bigger than national average size of HD; more trucks worsen quality of traffic; need to examine
- Lowe's nearby already
- No enhancement of home values

Ann Cantrell: Los Cerritos Wetlands rep.

- Aesthetics: concern over "no impact" checked on IS
- Sewage capacity: holding tank; pipe along Loynes Drive bridge; pumping odor; need to mitigate
- Bio aspects: light, traffic, noise; affect prime wetlands

CJ Henson: neighbor

- Wetlands: vernal pool for life in the ocean

Lenore Pruitt: the whole community

- Traffic, noise, parking, freeway: impacts
- Diesel trucks: too many more
- Boeing-PacCenter: build HD at Boeing, bring homes to this site
- Restaurants can't stay in business in this area; don't need a restaurant here
- Landfill under Loynes: can't improve street

Pamela Beiber:

- neighborhood dangerous for kids to ride bikes
- Traffic on 7th street: Sat.; freeway to PCH;
- Strangers coming to neighborhood

Mary Diego

- Traffic: hit and run of child; near; witnessed; kids can't ride bikes in neighborhood—too much traffic

Diana Fisk

- Don't want change in community
- Air and noise issues
- Clutter and traffic
- Don't want HD; What can HD do for community?

Mary Carso: Los Cerritos Wetlands

- Wildlife-wetlands: noise, traffic, and glare
- Important bird area and wildlife area
- Relationship of wetlands and river from El Dorado Park

Scott Dauscher

- Didn't know about project
- Kids riding bikes: accidents caused by traffic
- Concern over EIR rubberstamp; City needs to do own EIR

Gary Klein

- Sewer plan; concern over sewer backing up
- Hazmat: how do you mitigate and when; concern over kids near by

Len Sates

- Dirty politics; no City Council member here
- Air pollution from harbor boats; breathe in pollution from boats
- Air and water pollution concern

Ben Goldberg: Park Estates HOA

- Stop traffic on Silvera
- Crime impact from project
- Did not get notified
- Traffic: negative impacts
- Public should come to a project meeting on 4-19
- Area has too many restaurants

Jerry Trent: SB resident

- neighborhood ingress concerns

Tina Craig: Island Village

- growth inducement of project

Debbie Margolis: Bixby Village

- Truck delivery; overnight; beyond 10–6 opening of store timeframe
- Want something else there; concern over selling parcel for a gas station etc.; think of what can be developed instead of HD

Cynthia Stukes

- no notice of meeting

Melinda Cotton: Belmont Shores

- Land use and transportation for LB; concern over spot zoning; need integrated plan for all potential land uses and transportation

Joan McGrannen: University Park Estates

- Presentation by HD lacking: customers, traffic dollars for store, who controls tenants; need more detail
- Want background studies for checklist; aesthetics; variances; not less than significant impacts
- Odors at end of sewer pump line; odor from man holes
- Traffic: need comprehensive plan; master plan; no piecemeal

- Wants answers to questions; come back with answers

Lisa Rinaldo

- Traffic, wetlands, air pollution, noise and impact on all area uses

Ann Dennison

- Traffic
- Environment; what are we leaving for kids
- Impact on Los Cerritos Wetlands
- Concern over exterior of Studebaker across wetlands

Jim Myrtle

- No major development needed

Sonia Publishcheck

- Traffic; PCH; wait for lights
- Earthquake: holding tanks above; can cause sewer break

Andy Schuka

- Independent study for EIR needed; can't use study paid for by HD

Steve _____

- Traffic
- Property to be used for something; hazmat; is there a special study for clean up to house a restaurant
- Fuel tank in middle of parking lot
- Power plants; economic impact loss of power plant if blown up by terrorists
- Road sinkage by trucks



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Boel
Acting Deputy
Director

Notice of Preparation

March 18, 2004

To: Reviewing Agencies
Re: Long Beach Home Depot
SCH# 2004031093

Attached for your review and comment is the Notice of Preparation (NOP) for the Long Beach Home Depot draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Angela Reynolds
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for Scott Morgan
for Scott Morgan
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004031093
Project Title Long Beach Home Depot
Lead Agency Long Beach, City of

Type NOP Notice of Preparation
Description The proposed project is a mixed use retail-commercial development to be anchored by a Home Depot. The project includes 191,529 square feet of commercial space including a 104,886 square foot Home Depot store 34,643 square foot garden center; a 7,000 square foot sit down restaurant with an approximately 2,050 square foot outdoor eating area; and 45,000 square feet of other uses. A total of 918 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements.

Lead Agency Contact

Name	Angela Reynolds	
Agency	City of Long Beach	
Phone	562-570-6357	Fax
email		
Address	333 West Ocean Boulevard, 5th Floor	
City	Long Beach	State CA Zip 90802

Project Location

County Los Angeles
City Long Beach
Region
Cross Streets 400 Studebaker Rd. (near intersection of Loynes)

Parcel No.

Township	Range	Section	Base
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Proximity to:

Highways

Airports

Railways

Waterways Los Cerritos Channel

Schools

Land Use PD-1/IG Zone

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Geologic/Seismic; Toxic/Hazardous; Noise; Traffic/Circulation; Public Services; Other Issues

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Aeronautics; Caltrans, District 7; Regional Water Quality Control Board, Region 4

Date Received 03/18/2004 **Start of Review** 03/18/2004 **End of Review** 04/16/2004

OP Distribution List

County: San Diego

SCH# 2004031093

Regional Water Quality Control Board (RWQCB)

- ☐ Resources Agency
- ☒ Resources Agency
Nedell Gayou
- ☒ Dept. of Boating & Waterways
Suzi Becler
- ☒ California Coastal Commission
Elizabeth A. Fuchs
- ☒ Colorado River Board
Gerald R. Zimmerman
- ☒ Dept. of Conservation
Roseanne Taylor
- ☒ California Energy Commission
Environmental Office
- ☒ Dept. of Forestry & Fire Protection
Allen Robertson
- ☒ Office of Historic Preservation
Hans Krautberg
- ☒ Dept. of Parks & Recreation
B. Noah Tilghman
- ☒ Reclamation Board
Lori Buford
- ☒ Santa Monica Mountains Conservancy
Paul Edelman
- ☒ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- ☒ Dept. of Water Resources
Resources Agency
Nedell Gayou
- ☒ Fish and Game
- ☒ Dept. of Fish & Game
Scott Flitt
- ☒ Dept. of Fish & Game 1
Donald Koch
Region 1
- ☒ Dept. of Fish & Game 2
Banky Curtis
Region 2
- ☐ Dept. of Fish & Game 3
Robert Floerke
Region 3
- ☐ Dept. of Fish & Game 4
William Laudemilk
Region 4
- ☒ Dept. of Fish & Game 5
Don Chadwick
Region 5, Habitat Conservation Program
- ☐ Dept. of Fish & Game 6
Gabriela Gatchel
Region 6, Habitat Conservation Program
- ☐ Dept. of Fish & Game 6 MM
Tammy Allen
Region 6, Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M
George Isaac
Marine Region
- ☐ Other Departments
- ☐ Food & Agriculture
Steve Shaffer
- ☐ Dept. of General Services
Robert Sleppy
- ☐ Dept. of Health Services
Wayne Hubbard
- ☐ Independent Commissions/Boards
- ☐ Delta Protection Commission
Debby Eddy
- ☐ Office of Emergency Services
John Rowden, Manager
- ☐ Governor's Office of Planning & Research
State Clearinghouse
- ☒ Native American Heritage Comm.
Debbie Treadway

- ☐ Public Utilities Commission
Ken Lewis
- ☒ State Lands Commission
Jean Sarno
- ☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques
- ☐ Business, Trans. & Housing
- ☒ Caltrans - Division of Aeronautics
Sandy Hesnerd
- ☐ Caltrans - Planning
Ron Helgeson
- ☐ California Highway Patrol
John Olepik
- ☐ Office of Special Projects
- ☐ Housing & Community Development
Cathy Creweell
- ☐ Dept. of Transportation
- ☐ Dept. of Transportation 1
Mike Eagan
District 1
- ☐ Dept. of Transportation 2
Don Anderson
District 2
- ☐ Dept. of Transportation 3
Jeff Pukerman
District 3
- ☐ Dept. of Transportation 4
Tim Sable
District 4
- ☐ Dept. of Transportation 5
David Murray
District 5
- ☐ Dept. of Transportation 6
Marc Bimbaum
District 6
- ☒ Dept. of Transportation 7
Stephen J. Buswell
District 7

- ☐ Dept. of Transportation 8
Linda Grimes,
District 8
- ☐ Dept. of Transportation 9
Gayle Rosander
District 9
- ☐ Dept. of Transportation 10
Tom Dumas
District 10
- ☐ Dept. of Transportation 11
Bill Figgie
District 11
- ☐ Dept. of Transportation 12
John Joseph
District 12
- ☐ Cal EPA
- ☐ Air Resources Board
- ☐ Alport Projects
Jim Lerner
- ☐ Transportation Projects
Kurt Karperos
- ☐ Industrial Projects
Mike Tolstrup
- ☐ California Integrated Waste Management Board
Sue O'Leary
- ☐ State Water Resources Control Board
Jim Hockenberry
Division of Financial Assistance
- ☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- ☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights
- ☐ Dept. of Toxic Substances Control
CEQA Tracking Center

- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☒ RWQCB 4
Jonathan Bishop
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☐ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)
- ☐ Other

Last Updated on 01/12/04

03.31.2004 16:56

City of Seal Beach



CITY HALL 211 EIGHTH STREET
SEAL BEACH, CALIFORNIA 90740
(562) 431-2577 • www.ci.seal-beach.ca.us

April 14, 2004

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 W. Ocean Boulevard
Long Beach, CA 90802

**SUBJECT: City of Seal Beach Comments re: Notice of Preparation of
Draft EIR – “Long Beach Home Depot”**

Dear Ms. Reynolds:

The City of Seal Beach has reviewed the above referenced Notice of Preparation and has several general comments and observations relative to the document, which are set forth below.

The City of Seal Beach is concerned that the document, particularly Transportation/Traffic, appear to focus only on Long Beach, and does not appear to propose to fully consider and evaluate potential impacts to the City of Seal Beach, which is immediately adjacent. The City's position is that impacts in the below mentioned areas of concern will not stop at a county boundary line, but may, and probably will, extend into our community as well. The City of Seal Beach, in particular, would seem to be in a position to experience impacts from the proposed project, particularly in the area of “Transportation/Traffic”.

Provided below are our concerns regarding the information and discussion within specified sections of the NOP:

DISCUSSION OF CHECKLIST RESPONSES

Item III. AIR QUALITY:

Item III.c Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone property)?

Concern of the City of Seal Beach:

The City feels that response is proper, but requests that clear analysis be conducted which shows the potential affects of fugitive dust emissions as a result of the construction process, and what mitigation will be employed to reduce those impacts to a level of non-significance.

Item IV. BIOLOGICAL RESOURCES:

Item IV.b – Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified by local, or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Concern of the City of Seal Beach:

The Environmental Evaluation Checklist indicates “less than significant impact”. The City feels that response is improper, given the potential for the presence of wetland indicator species that may exist on the site or along the adjoining levees, particularly since a biological evaluation and wetland delineation have not been completed at this time. There may be biological resources and/or wetland areas that are subject to policies and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, or the Coastal Commission that could be impacted and which would require development of either avoidance or mitigation measures.

These concerns are especially pertinent to the proposed use of a sewer force main that is proposed to be constructed from the project site to an existing 8-inch main on Vista Street that includes 4-inch sewer line mounted under the Loynes Street bridge. This bridge is directly above the Los Cerritos Channel which flows into Marine Stadium, Long Beach Marina, Alamitos Bay, and eventually the Pacific Ocean. A sewer leak of the proposed under bridge installation could have significant impacts to the marine life that utilizes these important coastal waters, and to the citizens of Long Beach and Seal Beach that enjoy these highly utilized coastal recreation resources.

The Draft EIR should include detailed discussion of the biological/wetland resources that may be impacted not only on the project site but those that may be impacted in the downstream open water resources of Los Cerritos Channel, Marine Stadium, Long Beach Marina, Alamitos Bay, and the Pacific Ocean; a determination of the significance of the impact; and proposed avoidance and/or mitigation measures to reduce identified impacts to a less than significant level.

Item V. CULTURAL RESOURCES:

Item IV.d – *Disturb any human remains, including those interred outside of formal cemeteries?*

Concern of the City of Seal Beach:

The Environmental Evaluation Checklist indicates "Potentially Significant Impact Unless Mitigation Incorporated". The City feels that response is proper, but have a concern that the discussion for this item indicates that "Precautionary mitigation may be included in the EIR to address any potential impacts related to unknown remains that might be uncovered during grading activities." (Emphasis added). The response leaves an unclear position of the City of Long Beach; will you impose mitigation measures to require on-site archaeological and Native American monitoring during grading activities to determine if any cultural resources, including human remains will be impacted due to project grading activities? This issue should be fully addressed with appropriate mitigation measures set forth relative to project grading monitoring activities, actions if cultural resources or human remains are discovered, and sensitive treatment if human remains are discovered.

Item VII. HAZARDS AND HAZARDOUS MATERIALS:

Item VII.b – *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Concern of the City of Seal Beach:

The City feels that the response is proper, but has a concern that there is no discussion regarding the disposal of the 36 inches of settled sludge collected from the bottom of all four storage tanks, which resides in Tank 4. The NOP does address the removal of soils contaminated with substances determined to be at hazardous concentrations but does not address the removal of the hazardous waste contained in Tank 4. The EIR should address the impact of and mitigation measures to control any contamination of the San Gabriel River, College Park West, and Leisure World Seal Beach.

Item VII. HAZARDS AND HAZARDOUS MATERIALS:

Item VII.d – *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Concern of the City of Seal Beach:

The City feels that response is proper, but has a concern that the discussion indicates that mitigation measures will be proposed, if necessary, to "*reduce potential impacts to the extent feasible*." The concern is regarding the definition of a "feasible mitigation measure" and the public determination process, or lack thereof, as to how that decision may be reached as to what "*extent is feasible*". We would anticipate that any adverse environmental conditions that are encountered based on a new Phase I Environmental Site Assessment, or any subsequent environmental site assessments that may result from the recommendations of the Phase I Site Assessment, will be carried out in a manner to reduce adverse exposures to humans to a level of insignificance.

Item VII. HAZARDS AND HAZARDOUS MATERIALS:

Item VII.g – *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Concern of the City of Seal Beach:

The City feels that the response is improper. The issue of increased exposure to existing major electric generating power plants should be evaluated and appropriate security measures should be identified and implemented to provide an adequate level of site protection of the surrounding highly important power plant facilities. This is particularly important given the proposed development will be impacted by the retention of the Pacific Energy distribution facilities, which are accessible on three sides with public parking lots that are to be provided for the proposed project. Facilities that have previously been clearly separate from any public facilities, such as a shopping center, will now be exposed to public access for many hours a day, and by many persons, and those security concerns need to be evaluated, and appropriate mitigation measures imposed to ensure the security of these facilities.

Item VIII. HYDROLOGY AND WATER QUALITY:

Item VIII.a – *Violate any water quality standards or waste discharge requirements?*

Concern of the City of Seal Beach:

The City feels that response is proper, but has a concern that the discussion indicates that mitigation measures will be proposed, if necessary, to "*minimize to the extent feasible potential impacts*." The concern is regarding the definition of a "feasible mitigation measure" and the public determination process, or lack thereof, as to how that decision may be reached as to what "*extent is feasible*". We would anticipate that any adverse water quality or waste discharge impacts will be carried out in a manner to reduce adverse impacts to a level of

insignificance and in accordance with all applicable water quality and waste discharge requirements and permit conditions.

Item XV. TRANSPORTATION/TRAFFIC

The NOP indicates the DEIR will evaluate the traffic report to determine the project's impact on surrounding roadways.

Concern of the City of Seal Beach:

The City requests the traffic analysis impacts include those intersections within the City of Seal Beach which are impacted in accordance with the County of Orange Growth Management standards, which utilizes 1,700 vehicles per hour for lane capacity and a clearance interval of 0.05.

The impacts of all other cumulative projects within the project vicinity in the City of Long Beach should be thoroughly addressed. The impacts of the increased traffic from all appropriate projects in the City of Long Beach, along with those projects in the City of Seal Beach, including the previously approved Boeing Integrated Defense Systems Specific Plan, along with cumulative traffic impacts of regional trip increases should be thoroughly analyzed and proposed mitigation measures clearly set forth to resolve those problems.

The DEIR must also address potential impacts from truck routes to and from the site. These impacts are both construction related, and the proposed hazardous materials removal addressed previously in this letter. The most appropriate route should be along Studebaker to and from the freeway, and should *not* be through the City of Seal Beach along Westminster Avenue. The DEIR should be specific about the proposed route, and the impacts associated with this type of traffic.

The DEIR will not be adequate without discussion of the cumulative effects of traffic impacts on Pacific Coast Highway, the I-405 Freeway, Westminster Avenue, 7th Street, and Studebaker Road at the County boundary line, and as far distance from the County boundary line as is appropriate given the criteria set forth in the first paragraph of this comment. We wish to emphasize that vehicular access to the College Park West neighborhood in Seal Beach is through Studebaker Road and 7th Street. In addition, the reduced lane capacity of the Marina Drive Bridge should be reflected in the traffic analysis.

The City of Seal Beach has previously provided to your office a copy of the Traffic Study for the Boeing Integrated Defense Systems ("BIDS") Specific Plan, prepared by Linscott Law & Greenspan ("LI.&G"), dated December 13, 2002 as a technical appendix to the BIDS Specific Plan Draft Environmental Impact Report. If you require an additional copy of this document, please contact the Department of Development Services.

Please be aware that the BIDS Specific Plan traffic impact analysis included a discussion of "Project-Related Fair Share Contribution" on pages 74 and 75 which discussed the net traffic impacts of the BIDS project to the intersections of Pacific Coast Highway/Westminster Avenue/Second Street and Westminster Avenue and Studebaker Road. A "fair-share" calculation was prepared and a "fair share" dollar contribution to the City of Long Beach was identified. Mr. Jerry Olivera of the City of Long Beach spoke at the May 21, 2003 Planning Commission public hearing on the BIDS Specific Plan EIR, and indicated that the proposed mitigation was inadequate and that the identified fees may not be sufficient to cover the costs of the identified improvements, especially if right-of-way is required.

The City of Seal Beach requests that Long Beach provide a detailed traffic impact "fair share" calculation of all identified project- and cumulative projects impacts to the identified intersections. Such calculations to include the following major cost categories, including the appropriate cost assumptions, as identified in the LL&G traffic analysis for the BIDS Specific Plan EIR:

- ☐ Description of Improvement
- ☐ Area of Improvement
- ☐ Cost per square foot of street widening
- ☐ Number of signal corners
- ☐ Construction Cost estimate
- ☐ Construction Cost Estimate with 25% Contingency
- ☐ Cost of Right-of-Way
- ☐ Construction Cost with Right-of-Way Acquisition
- ☐ Project Fair Share Percent

The above "fair share" calculation shall be prepared for the Home Depot project, the BIDS Specific Plan Project in Seal Beach, and for any other City of Long Beach or identified cumulative projects that are identified in the traffic analysis as having a significant impact at the subject intersections.

The Environmental Quality Control Board considered and discussed the NOP document on April 14, 2004, and authorized the Chairman to sign this letter, representing the official comments of the City of Seal Beach.

Thank you for your consideration of the comments of the City of Seal Beach. Please do not hesitate to contact Mr. Lee Whittenberg, Director of Development Services, City Hall, 211 Eighth Street, Seal Beach, 90740, telephone (562) 431-2527, extension 313, if you have any questions regarding this matter. In addition, please provide four (4) copies of the Draft EIR on this project to Mr. Whittenberg, so the City can have a copy available at City Hall and at each library within the City available for public review during the public comment period.

Sincerely,

John H. Urrall

John Unrath
Chairman, Environmental Quality Control Board
City of Seal Beach

Distribution:

[illegible]

**GREATER LOS ANGELES COUNTY
VECTOR CONTROL DISTRICT**

12545 Florence Avenue, Santa Fe Springs, CA 90670
Office (562) 944-9656 Fax (562) 944-7976
Email: glacvector@mgsl.com Website: www.glaevcd.org

PRESIDENT

Dr. Hazel Wallace, Signal Hill

VICE PRESIDENT

Joseph Esquivel, Lakewood

SECRETARY-TREASURER

Jim Remington, La Habra Heights

DISTRICT MANAGER

Jack Hazelrigg, Ph. D.

April 7, 2004

ARTESIA

Sally Flowers

BELL

George Mirabal

BELLFLOWER

Roy T. Smith

BELL GARDENS

Ramiro Morales

BURBANK

Adam Roche

CARSON

Kay Calas

CERRITOS

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Susan Tripp

LONG BEACH

Jay Dowell

LOS ANGELES CITY

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Maria Teresa Santillan

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PICO RIVERA

E.A. "Pete" Ramirez

SAN FERNANDO

Dan Di Tomaso

SAN MARINO

Dr. Se-Yao Hsu

SANTA CLARITA

Janice H. Heide

SANTA FE SPRINGS

Al Castillo

SOUTH EL MONTE

Louie Aguinaga

SOUTH GATE

Maria Davila

WHITTIER

Owen Newcomer

Angela Reynolds

Environmental Planning Officer

City of Long Beach

Department of Planning and Building, 7th Floor

333 West Ocean Boulevard

Long Beach, CA 90802

Dear Ms. Reynolds:

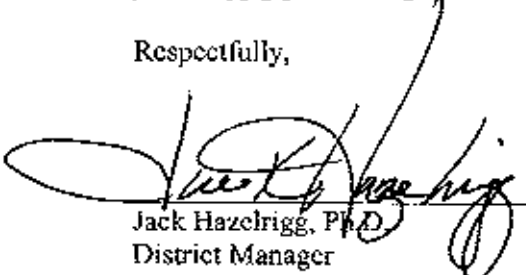
Thank you for the opportunity to respond to the NOP regarding the proposed project to develop a 16.47-acre located at 400 Studebaker Road. Under Section VIII (Hydrology and Water Quality) of the NOP, our concerns are vector problems that may arise from the use of Best Management Practices (BMP) devices implemented from recommendations within a Storm Water Pollution Prevention Plan (SWPPP) as required by the Standard Urban Storm Water Mitigation Plan (SUSMP). Some of these devices are not suited for preventing vectors and, in fact, can create serious public health nuisances.

Section 2002(j) of the State Health and Safety Code (SHSC), for purposes of vector control and prevention, defines a public nuisance and §2060 enables the District to abate a public nuisance pursuant to "the person... who controls the diversion, delivery, conveyance, or flow of water shall be responsible for the abatement of a public nuisance that is caused by, or as a result of, that property or the diversion, delivery, conveyance, or control of that water."

The EIR should address the vector issue and elaborate that the use of BMP devices should be of a type (manufacture) and maintained throughout the life of the project as not to cause vector (public nuisance) problems, particularly mosquitoes, as defined in the SHSC.

Thank you for your attention to this letter. If you have any questions, please contact me, Mike Shaw, or Minoo Madon at 562.944.9656 or email me at jhazelrigg@glacvcd.org.

Respectfully,


Jack Hazelrigg, Ph.D.
District Manager



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

April 29, 2004

IN REPLY PLEASE
REFER TO FILE: WM-4

Ms. Angela Reynolds
Environmental Planning Officer
City of Long Beach
333 West Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

**RESPONSE TO NOTICE OF PREPARATION
DRAFT ENVIRONMENTAL IMPACT REPORT
LONG BEACH HOME DEPOT
CITY OF LONG BEACH**

Thank you for the opportunity to provide comments on the subject document. The proposed project consists of a 191,500 square-foot retail center. The project will include a 139,500 square-foot home improvement store, a 7,000 square-foot restaurant, and 45,000 square feet of other general retail space. The project site is located at 400 Studebaker Road in the City of Long Beach. We have reviewed the submittal and offer the following comments:

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved in late 1997 by a majority of the cities in the County of Los Angeles with a majority of the population and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction and/or predevelopment activities associated with the proposed project and the postdevelopment operation over the life of the proposed project will increase the generation of solid waste and may negatively impact the solid waste management infrastructure in the County. Therefore, the proposed environmental document must identify what measures the project proponent plans to implement to mitigate the impact. Otherwise, the cumulative impact of solid waste generation from individual projects will negatively impact the solid waste management infrastructure in the County. Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste, including construction and demolition waste and excavated material, from the landfills.

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

If you have any questions, please contact Mr. Russell Bukoff at (626) 458-2186.

Geotechnical and Materials Engineering

The Environmental Impact Report shall address the geotechnical issues identified in the document.

Description of the project and the associated grading, i.e., existing and proposed grades, etc., must be shown on a topographic map. Also all geotechnical hazards must be identified, and any mitigation measures discussed in detail. The requested information shall be included in the appropriate documents, as requested by others.

The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, Los Alamitos Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

If you have any questions, please contact Mr. Amir Alam at (626) 458-4972.

Land Development

Hydrology and Standard Urban Storm Water Mitigation Plan (SUSMP) Review

During the Draft Environmental Impact Report stage, a drainage concept/SUSMP report will be required to assess and mitigate drainage and SUSMP impacts. The analysis should address increases in runoff, any change in drainage patterns, treatment method proposed for SUSMP regulations, and the capacity of storm drain facilities (Los Cerritos Channel).

If you have any questions, please contact Mr. Timothy Chen at (626) 458-4921.

Ms. Angela Reynolds
April 29, 2004
Page 3

Transportation Planning

The proposed project will not have any significant impacts on County of Los Angeles Highways.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Traffic and Lighting

The project will not have any significant impact to County and County/city roadways in the area. No further information is required.

If you have any questions, please contact Mr. Michelle Melonakis of our Traffic Studies Section at (626) 300-4741.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

San Gabriel River Watershed

This development will likely be subject to the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements from the Regional Water Quality Control Board. The intent of SUSMP regulations is to treat stormwater runoff from new developments to reduce pollutant loadings in the watershed. The developer may wish to consider multiuse mitigation measures such as a grass swale or wetland as opposed to single-use measures such as an underground water treatment structure. A multiuse measure such as a grass swale can meet the SUSMP requirements and also enhance the aesthetic and recreational characteristics of the community.

If you have any questions, please contact Mr. Glenn Howe at (626) 458-5963.

Ms. Angela Reynolds
April 29, 2004
Page 4

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works


for ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

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DEPARTMENT OF CONSERVATION
STATE OF CALIFORNIA

April 6, 2004

DIVISION OF OIL,
GAS, & GEOTHERMAL
RESOURCES

■ ■ ■

5816 CORPORATE AVE.
SUITE 200
CYPRESS
CALIFORNIA
90630-4731

PHONE
714/816-6847

FAX
714/816-6853

INTERNET
CONSRV.CA.GOV

■ ■ ■

ARNOLD
SCHWARZENEGGER
GOVERNOR

Ms. Angela Reynolds – Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, California 90802

Subject: Notice of Intent to Prepare a Draft Environmental Impact Report
for the Long Beach Home Depot

Dear Ms. Reynolds:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located within the administrative boundaries of the Seal Beach oil field. There are no oil, gas, or injection wells within the boundaries of the project. However, if excavation or grading operations uncovers a previously unrecorded well, the Division district office in Cypress must be notified, as the discovery of any unrecorded well may require remedial operations.

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division's Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Notice of Intent to Prepare a Draft Environmental Impact Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

Paul Frost
Associate Oil & Gas Engineer



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009



In Reply Refer To:
FWS-LA-3967.1

APR 26 2004

Ms. Angela Reynolds
Environmental Planning Officer, City of Long Beach
333 West Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Re: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Long Beach Home Depot, City of Long Beach, California

Dear Ms. Reynolds:

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Long Beach Home Depot project in the City of Long Beach (City), California. This NOP was received on March 25, 2004. The project proposal includes the development of a Home Depot, a sit-down restaurant, and various other retail uses on approximately 16.47 acres. The subject site is located at 400 Studebaker Road at the intersection of Studebaker and Loynes Drive. Intake channels from the Los Cerritos Channel surround the project site to the north and south. The project site is bordered by Studebaker Road to the west and the San Gabriel River channel to the east.

We offer the following comments and recommendations regarding project-associated biological impacts based on our review of the NOP and our knowledge of declining habitat types and species within Los Angeles County. We provide these comments in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people." Specifically, we administer the Endangered Species Act (Act) of 1973, as amended. We also provide comments on public notices issued for a Federal permit or license affecting the Nation's waters pursuant to the Clean Water Act.

To facilitate the evaluation of the proposed project from the standpoint of fish and wildlife protection, we request that the EIR contain the following specific information:

1. A description of the environment in the vicinity of the project from both a local and regional perspective, including an aerial photograph of the area with the project site outlined.
2. A complete description of the purpose and need for the project and each of its alternatives.
3. A complete description of the proposed project, including the limits of development, grading, and fuel modification zones.

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IN AMERICA 

4. Quantitative and qualitative assessments of the biological resources and habitat types that will be impacted by the proposed project and its alternatives. An assessment of direct, indirect, and cumulative project impacts to fish and wildlife associated habitats. All facets of the project (e.g., construction, implementation, operation, and maintenance) should be included in this assessment. Of particular concern are potential indirect effects of the project on fish and wildlife inhabiting the adjacent Los Cerritos Wetlands. Proposed developments in the surrounding area should be addressed in the analysis of cumulative impacts.

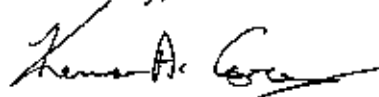
This assessment should include a list of Federal candidate, proposed, or listed species; State-listed species; and locally sensitive species that are on or near the project site, including a detailed discussion of these species and information pertaining to their local status and distribution. We are particularly interested in any and all information and data pertaining to potential impacts to populations of federally listed species.

The analysis of impacts to biological resources and habitat types should include detailed maps and tables summarizing specific acreages and locations of all habitat types, as well as the number and distribution of all Federal candidate, proposed, or listed species; State-listed species; and locally sensitive species, on or near the project site that may be affected by the proposed project or project alternatives.

5. A detailed discussion of measures to be taken to avoid, minimize, and offset impacts to biological resources.
6. A detailed analysis of impacts of the proposed project on the movement of wildlife and measures proposed to avoid, minimize, and offset impacts to wildlife movement.
7. An assessment of potential impacts to wetlands and jurisdictional waters of the United States. Section 404 of the Clean Water Act prohibits the unauthorized discharge of dredged or fill material into such waters, including wetlands. This section also provides that the U.S. Army Corps of Engineers (Corps) may issue permits for discharges of dredged or fill material into jurisdictional waters and wetlands. Potential areas of Corps jurisdiction should be evaluated and wetlands should be delineated using the methodology set forth in the Corps' Wetland Delineation Manual (Environmental Laboratory 1987). The EIR should disclose all impacts to jurisdictional waters and wetlands, and proposed measures to be taken to avoid and minimize impacts, and mitigate unavoidable impacts.

We appreciate the opportunity to comment on the referenced NOP. Should you have any questions pertaining to these comments, please contact Christine Medak of my staff at (760) 431-9440.

Sincerely,


for

Karen A. Goebel
Assistant Field Supervisor



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201



April 15, 2004

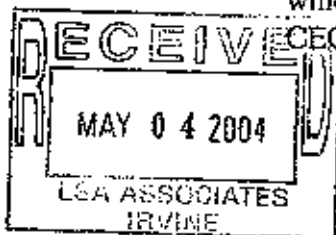
Ms. Angela Reynolds
City of Long Beach
333 West Ocean Blvd., 5th Floor
Long Beach, CA 90802

**Notice of Preparation for the Long Beach Home Depot
Draft Environmental Impact Report (DEIR),
Los Angeles County, California (SCH #2004031093)**

Dear Ms. Reynolds:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the Draft Environmental Impact Report (DEIR), as applicable:

1. A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
 - a. A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (revised May 2000) for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).
 - b. A complete assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.
 - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).



- d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, should be included.
 - a. CEQA Guidelines, § 15125(c), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should be analyzed relative to their effects on off-site habitats. Specifically, this should include nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed Natural Communities Conservation Planning (NCCP) reserve lands. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.
 - c. A discussion of impacts associated with increased lighting, noise, human activity, changes in drainage patterns, changes in water volume, velocity, and quality, soil erosion, and /or sedimentation in streams and water courses on or near the project site, with mitigation measures proposed to alleviate such impacts should be included.
 - d. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
 - e. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
 - a. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).

4. Mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats should be discussed. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
 - a. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
 - b. Areas reserved as mitigation for project impacts should be protected from future direct and indirect impacts. Potential issues to be considered include limitation of access, conservation easements, monitoring and management programs, control of illegal dumping, water pollution, and fire.
 - c. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.
5. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a 2081 permit. For these reasons, the following information is requested:
 - a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

6. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.
 - a. If the site has the potential to support aquatic, riparian, or wetland habitat, a jurisdictional delineation of lakes, streams, and associated riparian habitats should be included in the DEIR, including a delineation of wetlands pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department¹. Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
 - b. The project may require a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with the applicant prior to the applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a Lake or Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement².

¹ Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

² A Streambed Alteration Agreement form may be obtained by writing to: Department of Fish and Game, 4949 Viewridge Avenue, San Diego, CA 92123, by calling (858) 636-3160, or by accessing the Department's web site at www.dfg.ca.gov/1600.

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Meredith Osborne at (858) 636-3163.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald R. Chadwick". The signature is fluid and cursive, with the first name "Donald" being more prominent.

Donald R. Chadwick
Habitat Conservation Supervisor
California Department of Fish & Game

Attachments

cc: Department of Fish and Game
File
San Diego

State Clearinghouse
Sacramento

mao/mao

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted, and what information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:
 - a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
 - b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.
3. Botanical consultants should possess the following qualifications:
 - a. Experience conducting floristic field surveys;
 - b. Knowledge of plant taxonomy and plant community ecology;
 - c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
 - d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
 - e. Experience with analyzing impacts of development on native plant species and communities.
4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:
 - a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

ATTACHMENT 2

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Less than 6 known locations and/or on less than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

March 23, 2004

Ms. Angela Reynolds
Environmental Planning Officer
City of Long Beach
Dept. of Planning and Building, 7th Floor
333 West Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds:

Notice of Preparation of a Draft Environmental Impact Report for Long Beach Home Depot

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips

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should be included in the analysis. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

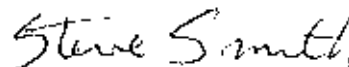
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC040318-05LI
Control Number

03.31.2004 16:56



April 30, 2004

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Nicole Dubois
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Subject: Long Beach Home Depot NOP

Please find the attached response The Orange County Transportation Authority (OCTA) is providing in regards to the six questions found within the questionnaire pertaining to the Long Beach Home Depot NOP.

Question 1:

Yes, that is correct. Routes 1 and 60 serve this project area. There are two existing bus stops, one in each direction, located near the proposed building site. The only additional transit services the OCTA provides is ACCESS service for disabled customers.

Routes 1 and 60 servicing this area are currently operating at normal capacity levels. Routes 1 and 60 currently provide 276 daily trips (Monday – Sunday) along Studebaker Rd. within the project area.

Question 2:

To serve this project area at expected capacity levels, the OCTA would like to review the preliminary site plans to possibly request additional bus turnouts. Due to high speeds along this street, the bus turnouts would provide improved and safe access for coach operators and customers utilizing this site. In addition, the re-location of existing bus stops may be necessary to best serve this site.

Question 3:

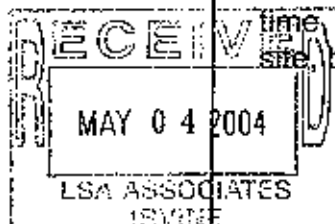
Services are expanded due to several factors, mainly customer demand and available budget. Other key factors that may warrant expanding service include above standard load capacities, which includes customers being passed-by at bus stops, additional trips required along bus routes to meet customer demand, and service areas showing a lack of service within the County boundary.

Question 4:

Yes, this project could impact the need to expand or adjust existing services and staff depending on customer demand and access to the site (see bus turnout/re-location of bus stops request in response to Question 2). At this time, a realignment of current routes would not be required to serve this project site, but the re-location of existing bus stops may be required.

CHIEF EXECUTIVE OFFICE

Arthur T. Leahy
Chief Executive Officer



Long Beach Home Depot NOP
April 30, 2004
Page 2

Question 5:

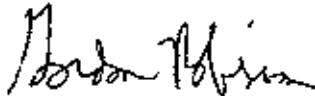
Yes. Again, at this time, the OCTA can provide adequate services to this site. However, after review of the preliminary site plans, additional bus turnouts and the re-location of existing bus stops may be required at the project site.

Question 6:

Please address the possibility of constructing bus turnouts and re-locating existing bus stops at the project site.

If you have any questions do not hesitate to call me at 714/560-5715.

Sincerely,

A handwritten signature in black ink, appearing to read "Gordon Robinson". The signature is fluid and cursive, with the first name "Gordon" being more prominent than the last name "Robinson".

Gordon Robinson
Senior Transportation Analyst
Operations Planning & Scheduling

Long Beach **ENERGY**

A DEPARTMENT OF THE CITY OF LONG BEACH

2400 EAST SPRING STREET • LONG BEACH, CA 90806-2285 • (562) 570-2000 • FAX (562) 570-2008

www.lbergy.org

CHRISTOPHER J. GARNER
DIRECTOR

COPY

Mr. Barney Michalchuk
Greenberg Farrow
15101 Red Hill Avenue, Suite 200
Tustin, CA 92780

Dear Barney:

Upon receipt of your request, Long Beach Energy (LBE) will provide natural gas service to your development at Studebaker Road and Loynes Drive in the City of Long Beach, subject to the rules and regulations of this Department. Although currently there is no gas main in the vicinity of your property, LBE will install a new main to your facility at a cost of \$34.00/foot, excluding cost of engineering and design, from the nearest existing gas main.

Installation of both gas main and gas service line will be done at developer's expense. Attached is an estimate for installing a gas main to your property, along with a copy of our fee schedule. I have not done an estimate to install a gas service line on your property, as I do not have a complete site plan.

You may wish to coordinate with your Civil Engineer to determine the most cost effective routing for your utilities infrastructure. If you decide to have the installation done by your contractor, joint trenching is allowable subject to LBE standards. Prior to construction, a LBE Gas Inspector will be assigned to your project and his time charged at an hourly rate.

If you decide to utilize services of a contractor from the approved City list, construction costs will be negotiated between you and the contractor of choice. In this case, LBE will assess both Gas Engineering and Inspection charges, again at an hourly rate.

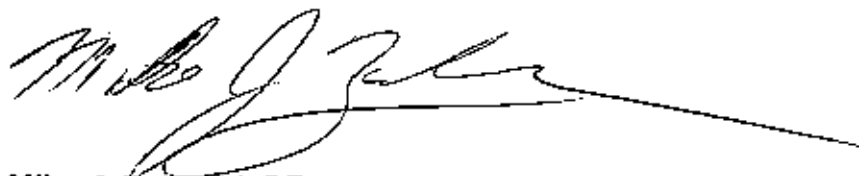
Contact the City of Long Beach Planning and Building Department for the required demolition and building permits. Their number is (562) 570-6651

Long Beach Energy does not at present have a gas easement on your property. Although Code does not require an easement for gas substructure installation, you may wish to contact Sue Castillo at (562) 570-6996 for further clarification regarding easement issues.

Please be informed the gas meter assembly is to be located at least three (3) feet horizontally from any spark producing device, open flame, electric meter, air conditioning unit, etc., and cannot be placed in front of, or under, any open vent, fresh air intake, openable window, dryer vent, or stairwell. I have enclosed LBE standards depicting meter layouts.

In addition, it is LBE policy to install natural gas service line only after the houseline has been stubbed out of a building being renovated or under construction. If you have any further questions, please feel free to contact me at (562) 570-2038, or Dave Rosa, Lead Gas Inspector at (562) 570-2085.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike J. Zukoski', followed by a long horizontal line extending to the right.

Mike J. Zukoski, PE
Senior Civil Engineer

COPY

PROJECT: STUDEBAKER AND LOYNES CENTER

ADMINISTRATION

		Expense
Administration	\$1,000	\$1,000
Prepare/process agreements (deeds, etc.)	\$1,100	\$0
TOTAL LABOR - Administration		\$1,000

ENGINEERING / INSPECTION

		hours	Expense
Engineers	\$115/hr		
Grewal		20	\$2,300
			\$0
			\$0
Engineering Techs	\$80/hr		
Berkery		40	\$3,200
			\$0
			\$0
Inspectors	\$100/hr		
Carroll			\$0
TOTAL LABOR - Engineering/Inspection:			\$5,500

PIPELINE CONSTRUCTION

New Services	Per foot	Length	Min.	
1 1/2" and smaller	\$26		\$325	\$0
2"-4"	\$34	1200	\$425	\$40,800
6"-8"	\$55		\$700	\$0
Alter Existing lines	Per foot	Length	Min.	
1 1/2" and smaller	\$55		\$700	\$0
2"-4"	\$65		\$800	\$0
6"-8"	\$110		\$1,375	\$0
		Amount	Each	
Tapping and Stopping up to 4" - 1/2 PC			\$2,000	\$0
Tapping and Stopping 4" & lgr - full PC		2	\$5,000	\$10,000
Excess Flow Valve - initial installation			\$600	\$0
Excess Flow Valve - reset			\$4,000	\$0
Bollard Installation			\$100	\$0
	Per hr	Amount	Min.	
Demo - Disconnect Charge per lateral	\$300	0	\$1,200	\$0
Repair for Contractors Damages	\$300	0	\$1,200	\$0

TOTAL CONSTRUCTION **\$50,800**

TOTAL **\$57,300 ***

* Note

Does not include meter installation costs.

Does not include onsite pipe desing/instillation

If outside firm constructs pipeline LBE will charge for inspection

RESPONSE SHEET: Long Beach Home Depot

Utilities – Natural Gas

Long Beach Energy Department
2400 East Spring Street
Long Beach, CA 90806

For your convenience, we have provided space on this questionnaire for your answers. If you choose to answer these questions in the form of a letter, please number your responses to correspond to the questions. Please fax your responses to (949) 553-8076. Mail originals to: LSA Associates, Inc., Attn: Nicole Dubois, 20 Executive Park, Suite 200, Irvine, CA 92614.

1. What are the locations, types, and capacity of your facilities that service the area, and how near capacity are they now operating? Please include the location of the nearest transmission line.

18/16 INCH MAINS @ STUDEBAKER & 7TH STREET.

40 LB DISTRICT. LBE CANNOT DETERMINE HOW CLOSE TO CAPACITY THE LINES ARE.

2. Is Gas service currently provided to/for the site and if so, what level/type of service is provided?

NO SERVICE CURRENTLY.

3. Are there any current plans for expansion of gas facilities near the project area? If yes, please briefly describe.

NO, EXPANSION IS DEVELOPER DRIVEN AND FUNDED.

4. Will the project create a need to expand existing facilities or staff or to construct a new facility, or otherwise adversely impact the types of service you provide? Please explain.

YES SERVICE WILL NEED TO BE RUN @ OWNERS EXPENSE.

5. Will the proposed project require relocation or realignment of a pipeline? Will the present location of the utility lines require realignment of the proposed project? If yes to either of these questions, please provide a schematic or drawing showing present location(s) of the pipelines in relation to the proposed project and required relocations/realignments.

NO

6. What standard consumption or generation rates do you use in assessing service demands for non-residential uses? For example, can gas usage estimates be based on land uses? If so, please provide generate rates for the following land uses:

Land Use Description	Consumption/Rates (Therms/Year)
Restaurant(s) <i>PROVIDED BY CUSTOMER</i>	
Commercial/Retail <i>"</i>	<i>"</i>
Industrial <i>"</i>	<i>"</i>

7. Is there sufficient capacity in the existing system to serve the proposed project?

YES

8. Can you recommend any measures for mitigating project impacts that might be incorporated into the project?

*CLIENT RECEIVED ESTIMATE IN JAN 2004 FOR
COST OF PIPELINE INSTALLATION: \$57,300*

9. Please provide any additional information, including maps and graphics that may be helpful to us in preparing an environmental assessment of the proposed project. Please provide any additional comments or questions you would like to see addressed in the environmental assessment for this project.

COST EST. ATTACHED

Prepared by:

M. J. Zuker

Title:

CIVIL ENGINEER

Date:

3/19/4

Phone:

562 570 2038



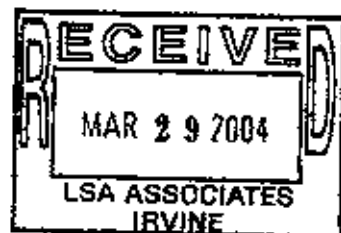
COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

March 25, 2004

File No: 03-00.04-00



Ms. Nicole Dubois
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614-4731

Dear Ms. Dubois:

Long Beach Home Depot

This is in reply to your letter, which was received by the County Sanitation Districts of Los Angeles County (Districts) on March 22, 2004. We offer the following comments regarding sewerage service:

1. The area in question is outside the jurisdictional boundaries of the Districts and will require annexation into District No. 3 before sewerage service can be provided to the proposed development. For specific information regarding the annexation procedure and fees, please contact Ms. Margarita Cabrera at extension 2708. Copies of the Districts' Annexation Information and Processing Fees sheets are enclosed for your convenience.
2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Marina Trunk Sewer, Section 3, located in Pacific Coast Highway north of Loynes Drive. This 15-inch diameter trunk sewer has a design capacity of 4.6 million gallons per day (mgd) and conveyed a peak flow of 1.2 mgd when last measured in 2003.
3. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson, which has a design capacity of 385 mgd and currently processes an average flow of 321.6 mgd. The JWPCP provides full secondary treatment to all wastewater received.
4. The expected average wastewater flow from the project site is 37,628 gallons per day. Please refer to the Districts' average wastewater generation factors (enclosed), under "Warehousing," for Industrial Land Use wastewater generation rates.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this

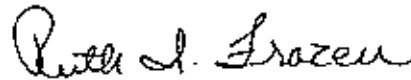
project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RJF:rf

Enclosures

c: M. Cabrera
Angela Reynolds, City of Long Beach

**INFORMATION SHEET FOR
APPLICANTS REQUESTING ANNEXATION TO A
COUNTY SANITATION DISTRICT OF LOS ANGELES COUNTY**

A. ELIGIBILITY CRITERIA FOR ANNEXATION TO A COUNTY SANITATION DISTRICT OF LOS ANGELES COUNTY

1. The property is contiguous to said County Sanitation District or, if not contiguous, may be drained by gravity to a trunk sewer of that District,
2. The property is not included in whole or in part in any other agency providing services similar to those of the said County Sanitation District, and
3. The property is to be benefited by its inclusion in the said County Sanitation District.

B. HOW DO I INITIATE THE ANNEXATION APPLICATION PROCESS?

1. WRITE TO: County Sanitation Districts of Los Angeles County
P.O. Box 4998, Whittier, CA 90607
Attn: Annexation Fee Program

The letter should contain the following information and support documentation about the property involved:

- a) Property location (street address, city, zip and Thomas Brothers map, page, grid)
 - b) In case of a recorded single lot, include the County Assessor's map book-page-parcel map with the parcel highlighted.
 - c) In case of a tract or parcel map, include a copy of the tentative or final map plus a closed-survey engineering traverse around the boundary to be annexed to the centerline of any public street.
1. CALL: County Sanitation Districts of Los Angeles County
(562) 699-7411, Extension 2708
7:00 a.m. through 4:30 p.m., Monday through Thursday
7:00 a.m. through 3:30 p.m., Fridays, except holidays
 2. Districts' staff will calculate the acreage involved and will provide the applicant with a quote of annexation fees to be paid. At this time, the applicant will also be provided with a "Request for Annexation" form along with necessary instructions.
 3. An annexation application file will be opened upon submittal by applicant of all the required documents (refer to Section C) along with a check for the annexation fee made payable to:

County Sanitation Districts of Los Angeles County

C. WHAT DOCUMENTS DO I NEED TO FILE?

1. "Request for Annexation" Form (4 pages): All applicants must complete, in detail, and return the Request for Annexation form signed by the legal owner whose name appears on the current Los Angeles County assessment roll. See C5) for assistance in completing page 4 of this form.
2. Los Angeles County Local Agency Formation Commission Party Disclosure Form: All applicants must complete and return the Party Disclosure Form pursuant to the Local Agency Formation Commission Party Disclosure Form Information Sheet.
3. Annexation Fee payment as stated in the quotation letter. Cash will not be accepted.

**ANNEXATION PROCESSING FEES FOR THE
COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY**

COUNTY SANITATION DISTRICTS' PROCESSING FEE	ACREAGE			FEE
	0.0	to	1.5	\$800
	>1.5	to	5.0	\$1,075
	>5.0	to	20.0	\$215/Acre
	Over 20.0			\$4,300 Plus \$35/Additional Acre And Every Fraction Thereof
LOCAL AGENCY FORMATION COMMISSION FILING FEE ^{1/}	ACREAGE			FEE
ANNEXATIONS AND DETACHMENTS	0.0	to	1.0	\$2,500
	>1.0	to	5.0	\$3,000
	>5.0	to	10.0	\$3,500
	>10.0	to	25.0	\$5,000
	>25.0	to	50.0	\$6,000
	>50.0	to	160.0	\$7,000
	160.0+ Acres			\$8,000
OTHER PROPOSALS	Special Reorganization			\$10,000
	Incorporation/Disincorporation/Consolidation			\$7,500
	District Formation			\$7,500
	District Dissolution/Consolidation/Merger			\$5,000
	Establishment of Subsidiary District			\$4,000
	Reorganizations			Basic Fee* + 20%
	Amend Existing Sphere of Influence for an Annexation			\$500
	Amend Existing Sphere of Influence for Action other than an Annexation			20% of Basic Fee
	Amend/Update Existing Sphere of Influence Without other Action			
	0.0	to	1.0	\$2,500
	>1.0	to	5.0	\$3,000
	>5.0	to	10.0	\$3,500
	>10.0	to	25.0	\$5,000
	>25.0	to	50.0	\$6,000
	>50.0	to	160.0	\$7,000
	160.0+ Acres			\$7,000
	Reconsideration of LAFCO Determinations			50% of Basic Fee
*The "Basic Fee" is the filing fee charged for the underlying change of organization associated with the action indicated. If more than one change of organization is proposed, it is the higher fee.	Special District Study			Actual Cost
	Out-of-Agency Service Agreements			\$2,000
	Petition Verification			Actual Cost
	Notice/Radius Map			Actual Cost
	State Controller Review			\$2,000 + Actual Cost
STATE BOARD OF EQUALIZATION ^{2/}	ACREAGE			FEE
SINGLE AREA TRANSACTIONS	0.0	to	1.0	\$300
	1.0	to	5.0	\$350
	6.0	to	10.0	\$500
	11.0	to	20.0	\$800
	21.0	to	50.0	\$1,200
	51.0	to	100.0	\$1,500
	101.0	to	500.0	\$2,000
	501.0	to	1,000.0	\$2,500
	1,001.0	to	2,000.0	\$3,000
	2,001.0 and Above			\$3,500
OTHER PROPOSALS	Deferral of Fees			\$35
	Additional County per Transaction			\$250
	Consolidation per District or Zone			\$300
	Entire District Transaction			\$300
	Coterminous Transaction			\$300
	Dissolution or Name Change			\$0

^{1/}Most recent LAFCO fee increase effective June 1, 2003.

^{2/}Most recent SBE fee increase effective December 2, 1998.

TABLE 1
LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW (Gallons Per Day)</u>	<u>COD (Pounds Per Day)</u>	<u>SUSPENDED SOLIDS (Pounds Per Day)</u>
RESIDENTIAL				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	195	0.92	0.44
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwlg. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
COMMERCIAL				
Hotel/Motel/Rooming House	Room	125	0.54	0.28
Store	1000 ft ²	100	0.43	0.23
Supermarket	1000 ft ²	150	2.00	1.00
Shopping Center	1000 ft ²	325	3.00	1.17
Regional Mall	1000 ft ²	150	2.10	0.77
Office Building	1000 ft ²	200	0.86	0.45
Professional Building	1000 ft ²	300	1.29	0.68
Restaurant	1000 ft ²	1,000	16.68	5.00
Indoor Theatre	1000 ft ²	125	0.54	0.28
Car Wash				
Tunnel - No Recycling	1000 ft ²	3,700	15.86	8.33
Tunnel - Recycling	1000 ft ²	2,700	11.74	6.16
Wand	1000 ft ²	700	3.00	1.58
Financial Institution	1000 ft ²	100	0.43	0.23
Service Shop	1000 ft ²	100	0.43	0.23
Animal Kennels	1000 ft ²	100	0.43	0.23
Service Station	1000 ft ²	100	0.43	0.23
Auto Sales/Repair	1000 ft ²	100	0.43	0.23
Wholesale Outlet	1000 ft ²	100	0.43	0.23
Nursery/Greenhouse	1000 ft ²	25	0.11	0.06
Manufacturing	1000 ft ²	200	1.86	0.70
Dry Manufacturing	1000 ft ²	25	0.23	0.09
Lumber Yard	1000 ft ²	25	0.23	0.09
→ Warehousing	1000 ft ²	25	0.23	0.09
Open Storage	1000 ft ²	25	0.23	0.09
Drive-in Theatre	1000 ft ²	20	0.09	0.05

**INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

April 5, 2004

File No. 31-150.10.26

Nicole Dubois, Planner
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614-4731

Dear Ms. Dubois:

Request for Solid Waste Service Information **Long Beach Home Depot Draft Environmental Impact Report**

The County Sanitation Districts of Los Angeles County (Districts) received the above referenced request for information on March 22, 2004. Regarding solid waste management for the above-mentioned project in the City of Long Beach, the Districts offer the following comments:

Question 1:

Please evaluate the following statement (solid waste) and indicate any changes that should be made in the space below.

Response to Question 1:

The Puente Hills Materials Recovery Facility is scheduled to begin operating in September 2004. The facility is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste. Permitted capacity and other information are detailed in the enclosed fact sheet. It is likely that the Puente Hills Materials Recovery Facility will start operating at 2,000 tons per day and, as market demand necessitates, will ultimately increase to full capacity.

Question 2:

Would it be likely that solid waste from the project site would be diverted to landfills outside the Los Angeles County? If yes, please briefly describe?

Response to Question 2:

The Districts entered into Purchase and Sale Agreements in August 2000 on the only two fully permitted rail haul landfills in California: the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Districts closed escrow on the Mesquite Regional Landfill in December 2002. Due in part to pending federal litigation, the Districts have not closed escrow on the purchase of the Eagle Mountain Landfill.

The municipal solid waste will be transported approximately 210 miles to the site via the Union Pacific Railroad main line, which extends from the metropolitan Los Angeles to Glamis and then by a proposed 4.5 mile rail spur built to the site. Closing escrow on the Mesquite Regional Landfill has allowed the Consultant to prepare a comprehensive master plan for the development of the site including the landfill and rain infrastructure. Work on this project is currently ongoing

and scheduled to finish by the Fall of 2004. Following completion of the master plan, the Districts intend to pursue concurrent final design and construction of the facilities necessary to begin operation. The Mesquite Regional Landfill is scheduled to open for rail shipments of waste in 2009, consistent with the timetable in the new CUP issued by the Los Angeles Regional Planning Commission for the Puente Hills Landfill.

Question 3:

Does LACSD or the California Integrated Waste Management Board provide solid waste collection service providers with guidelines or rules for determining which solid waste disposal facility is the appropriate receiving facility for solid waste from a given site. If so, please provide a brief outline of the guidelines?

Response to Question 3:

The California Integrated Waste Management Board's website at <http://www.ciwmnb.gov> contains information regarding solid waste disposal facilities. There are numerous public and private landfills in the transfer stations in Los Angeles County that could potentially receive waste collected from the proposed project. Please contact the City of Long Beach regarding waste collection services and disposal facilities used.

Question 5:

Would the following generation rates be an acceptable means of estimating service demand for the proposed project? If not, please provide the correct flow estimated for the following land uses. Please also provide wastewater generation rates for industrial land uses.

Response to Question 5:

For information regarding solid waste generation rates, please contact the California Integrated Waste Management Board at (916) 341-6216.

Question 6:

Will the proposed project create a need for expansion of facilities/staff or for construction of a new facility, or will it otherwise adversely impact the type of services provided by LACSD. Please explain.

Response to Question 6:

There are only eight major landfills within Los Angeles County. These landfills serve large geographic areas that are not necessarily limited to those areas in the immediate vicinity of these sites. There is insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for its long-term disposal needs. However, there is additional capacity potentially available within Los Angeles County through the expansion of local landfills, and outside of Los Angeles County through the use of waste by rail at the proposed Eagle Mountain Landfill in Riverside County and the Mesquite Regional Landfill in Imperial County. Consequently, while this additional capacity will be needed, the necessary permits and approvals have not yet been issued to access and/or use the facilities.

Question 7:

Based on the information provided above, will LACSD be able to accommodate the project's demand for solid waste disposal and wastewater treatment services without negatively impacting LACSD existing facilities or commitments? If not, can you recommend any measures for mitigating project impacts that might be incorporated into the project?

Response to Question 7:

The California Integrated Waste Management Act, AB 939, requires cities to divert 50 percent of the waste stream away from land disposal by the year 2000. In order to assist in meeting this goal, the Sanitation Districts recommend that the proposed development incorporate storage and collection of recyclables into each project design. It is recommended that refuse collection contracts include provisions for collection of recyclables. The City of Long Beach should also be contacted with regard to any commercial recycling programs that may be available. All occupants should be encouraged to recycle, at a minimum, newspaper, glass bottles, aluminum and bimetal cans, and P.E.T. bottles. Recycling should be included in the design of the project by reserving space appropriate for the support of recycling, such as adequate storage areas and access for recycling vehicles. In addition, all contractors should be urged to recycle construction and demolition wastes to the extent feasible. It should be recognized that, even with recycling, adequate regional disposal capacity is needed to accommodate new developments. If you have any further questions regarding recycling options, please contact Bill George, Recycling Coordinator for the Districts, at extension 2427.

Question 8:

Please provide any additional comments or questions you would like to see addressed in the environmental assessment for this project.

Response to Question 8:

The Districts have no further comments regarding solid waste.

If you have any questions regarding these comments, please contact the undersigned at the above listed telephone number, extension 2731

Very truly yours,

James F. Stahl



John D. Kilgore
Supervising Engineer
Planning Section

JDK:MV:eg

**PUEENTE HILLS MATERIALS RECOVERY FACILITY
FACT SHEET**

LOCATION: The Puente Hills Materials Recovery Facility (MRF) is located at 2808 Workman Mill Road, Whittier, California 90601. This location is approximately 14 miles east of downtown Los Angeles southeast of the intersection of the Pomona Freeway (SR-60) and the San Gabriel River Freeway (I-605) as shown in the attached map.

PROJECT DESCRIPTION: The Puente Hills MRF will be owned and operated by the County Sanitation Districts of Los Angeles County (Sanitation Districts). The purpose of the Puente Hills MRF is to recover recyclable materials from commercial waste and to provide for the efficient transfer of the residual waste to permitted landfills for proper disposal. No waste or recyclables will be disposed of at the site.

The project is located on approximately 25 acres and comprises the processing building, administrative offices, scales, parking and maintenance areas. The processing building will be approximately 215,000 square feet in area and will be approximately 55 feet tall. Waste will be delivered to the processing building in collection trucks, which will discharge their loads inside of the enclosed building. Recyclable materials including various grades of paper and plastic will be recovered through a combination of manual and mechanical methods. Residual waste will be placed into large capacity trailers for transfer to permitted landfills. Initially, residual waste from the Puente Hills MRF will be directly hauled to landfills in trucks. By 2009, residual waste from the Puente Hills MRF will be delivered to rail yards for transfer to remote landfills via rail (waste-by-rail).

BACKGROUND: The Puente Hills MRF is currently under construction with scheduled completion by late 2004. The facility is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste. The disposal of liquid or hazardous waste will not be allowed.

PERMITS: The Puente Hills MRF will be operated in compliance with the following permits, as well as other applicable technical permits:

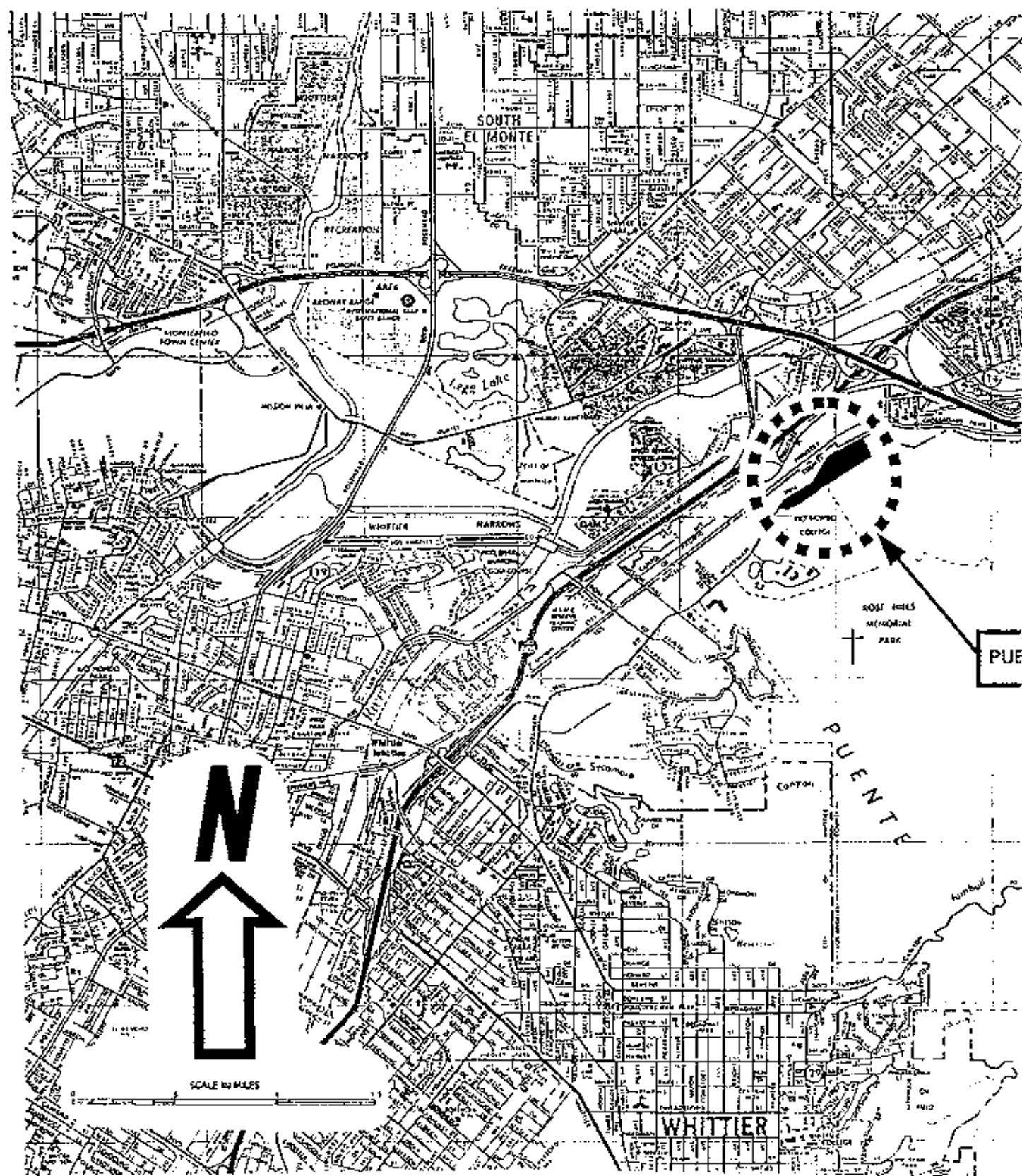
- Conditional Use Permit (CUP No. 92-251(4)) issued by the Los Angeles County Board of Supervisors
- Oak Tree Permit (No. 92-251(4)) issued by the Los Angeles County Board of Supervisors.
- Solid Waste Facilities Permit (No. 19-AA-1043) issued by the Los Angeles County Department of Health Services.

**ENVIRONMENTAL
CONTROL**

FEATURES: The Sanitation Districts will employ several environmental control systems to eliminate or reduce to minimal levels potential impacts on the environment and surrounding areas. These measures include:

- **Dust and Litter Control.** The Puente Hills MRF will be designed and operated to minimize the creation, emission, and accumulation of excessive dust, particulates, and litter. Measures to control dust at the Puente Hills MRF will include a water misting system inside the facility to remove dust and particulates from the air. Additionally, the site will be checked for litter and the parking lots, access roads and the site entrance will be swept daily to remove dirt, dust and litter. The Sanitation Districts will require all customers using the facility to cover their loads in order to reduce litter.

- **Odor Control.** The processing building has been designed with a limited number of doors in order to contain odors. The refuse load out area, where the residual waste will be loaded into trailers, is located on the back of the building, which is the furthest distance away from any neighbors. All loads will be discharged from trucks and processed only in the enclosed building. Excessively odorous loads will not be accepted at the facility. After processing, all waste will be removed from the site ensuring no waste will be permanently stored on-site. In addition, the misting system discussed above can also be used to dispense a chemical masking agent to neutralize odors.
- **Illegally Deposited Wastes.** The Sanitation Districts will continuously monitor the unloading and processing areas for the presence of illegally deposited hazardous, toxic, or infectious wastes. The Sanitation Districts will also institute a load checking program consisting of a random selection of at least one load each day for a thorough search. If unacceptable wastes are found, they will be transferred to appropriate off-site disposal facilities. Any hauler who delivers unacceptable waste will be charged for the cost of properly disposing of the waste and may face suspension or loss of disposal privileges. This program acts as a strong deterrent to illegal disposal of wastes.



April 8, 2004

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90802

Subject: Long Beach Home Depot Draft Environmental Impact Report

Dear Ms. Reynolds:

Thank you for including the Southern California Edison Company (SCE) in the review process for above-referenced document.

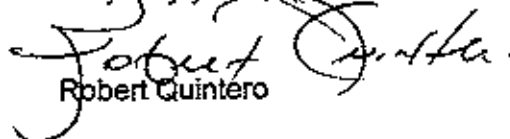
The Long Beach Home Depot project is located within the service territory of Edison and the electric loads of the project are within the parameters of the overall projected growth which we are planning to meet in this area. Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect our facilities to be sufficient to meet electrical requirements for the next several years.

The relocation, reconstruction, extension or under grounding of Edison's electrical distribution system may be necessitated by activities within the proposed project area will be performed by Edison in accordance with Edison's effective Tariff Schedule's approved by and filed with the California Public Utilities Commission (CPUC).

For your convenience, SCE has responded to the questionnaire submitted by LSA Associates, Inc., regarding our services near the project area. Please have your project applicant, developer or consultant to contact Mr. Mark Pearson at (562) 981-8205 to answer any questions.

If you required any additional information, do not hesitate to contact me at (562) 981-8216.

Very truly yours,


Robert Quintero

Attachments

cc: Mark Pearson, SCE
Larry Hudson, SCE

C:\Documents and Settings\quinter\My Documents\Long Beach\Environmental Reviews\HomeDepot\Long Beach Home Depot.doc

2800 East Willow St.
Long Beach, CA 90806
562-981-8216/PAX 31216
Fax 562-981-8289
robert.quintero@sce.com

RESPONSE SHEET: Long Beach Home Depot

Southern California Edison
2800 E. Willow Street
Long Beach, CA 90806

For your convenience, we have provided space on this questionnaire for your answers. If you choose to answer these questions in the form of a letter, please number your responses to correspond to the questions. Please feel free to fax your responses to LSA at (949) 553-8076. Mail originals to: LSA Associates, Inc., Attn: Nicole Dubois, 20 Executive Park, Suite 200, Irvine, CA 92614.

1. What are the locations, types, and capacity of SCE facilities that service the area, and how near capacity are they now operating? Please include the location and a description of the nearest distribution facilities.

We have the existing facilities to serve the project.
Distribution facilities are on the property now.

2. Will the proposed project require relocation or realignment of any service/utility corridors or pipelines? Will the present location of the service/utility require realignment of the proposed project? If yes to either of these questions, please provide a schematic or drawing showing present location(s) of service/utility in relation to the proposed project and require relocation realignments.

The existing facilities will have to be relocated depending on the lay out of the new project. Drawings will be provided after a complete set of scaled plans have been received by Edison.

3. Please provide an estimate of project electricity use at build out in the chart below.

Estimated Electrical Usage

Land Use Description	Kilovolt Amps/Acre (Peak Demand)
Restaurant(s)	
Commercial/Retail	
Industrial	

Load calculations are to be provided by the developer.

4. Based on the information provided above, will SCE be able to adequately provide services to the proposed project? If not, can you recommend any measures for mitigating project impacts that might be incorporated into the project?

Edison can provide service to the project.

5. Are there any current plans for expansion of your services or facilities in the area? If yes, please briefly describe.

There are no current plans as far as I know of at this time for that area.

6. Will the project create a need to expand existing facilities or staff or to construct a new facility, or otherwise adversely impact the types of services you provide? Please explain.

The extent of expansion of our existing facilities will depend on the magnitude of the project. I anticipate some expansion but not anything out of the ordinary.

7. Please provide any additional information, including maps and graphs that may be helpful to us in preparing an environmental assessment of the proposed project. Please provide any additional comments or questions you would like to see addressed in the environmental assessment for this project.

Maps for the area can be gotten by mailing a request to the following address:

Southern California Edison
Building D
P.O. Box 11982
Santa Ana, CA 92711-1982

Prepared by: Mark Pearson

Title: Field Support Planner, SCE

Date: April 6, 2004

Phone: (562) 981-8205

GAY M. KEATING
670 Ultimo Avenue
Long Beach, CA 90814
(562) 986-7686

April 8, 2004

Ms. Angela Reynolds, Environmental Officer
City of Long Beach
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Re: Proposed Home Depot at Loyne & Studebaker

Dear Officer Reynolds,

The purpose of this letter is to object to the Home Depot project.

Air quality degradation involving substantial pollutant concentrations of PM10 and carbon monoxide due to long-term traffic is blatantly unacceptable.

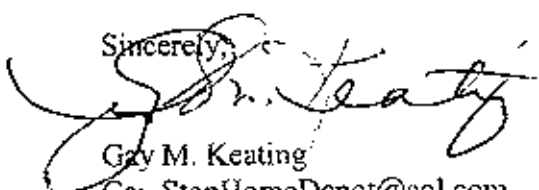
The highly likely traffic increase will severely impact traffic patterns and volumes. Sometimes Seventh Street is gridlocked partly due to CalTrans poor signage on the 22 and 405 Freeways. Clogging up Studebaker and surrounding streets will only compound traffic congestion exceeding the level of service deemed acceptable by the county for such roads. Moreover, not just University Park Estates will suffer from the traffic increase. Other residential areas such as Alamitos Heights, Spinnaker Bay, Del Lago and College Park East are just a few of the neighborhoods which would be negatively impacted by the increased vehicle trips.

I notice that scores of men loiter in front of the Signal Hill Home Depot. This potential problem at this proposed development near an elementary school is unacceptable.

What happened to the sanctity of the precious wetlands? The increased noise, glare, vehicles (including large trucks) and pollution will diminish the quality of the fragile wetlands.

Please do everything possible to ensure this Home Depot project is rejected.

Sincerely,



Gay M. Keating

Cc: StopHomeDepot@aol.com

"deborah holzhauer" <deborahholzhauer@hotmail.com>
04/28/2004 02:33 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: No Home Depot

Dear Ms. Reynolds:

I am a resident of Naples, Long Beach, California. I am writing you to express my concerns regarding the plans for Home Depot to build a large complex at the corner of Studebaker and Second Street.

Aside from the obvious environmental concerns, this would create a major traffic nightmare. It is already a mess due to the traffic back ups created by the double intersections of Marina Drive at Second Street and PCH at Second Street. The lights are not synchronized properly. Also, the entrance into the Mobil Gas Station at PCH and Second Street results in an interruption of the traffic flow once the light finally does turn green. Vehicles slow down to turn into the gas station or to enter and exit the Trader Joes parking lot. This causes a gridlock and major backup of traffic during the rush hours.

Just when you think you've gotten through all that, you must face still another backup at the intersection of Studebaker and Second Street as cars vie for the left turn lanes on to Studebaker in order to access the freeways. Can you imagine how awful it would be if a large complex like Home Depot would attract still more traffic?

Please consider these obvious concerns which are certainly reason enough to vote NO for any large development in this nightmare of a corridor. It is already a daily frustration for myself and many others who live in this area and frequent this route. Thank you.

Sincerely,

Deborah Holzhauer, RN

robert kilpatrick
<rkilpa@mindspring.com>
04/28/2004 01:33 PM

To: <anreyno@longbeach.gov>
cc: <stophomedepot@aol.com>, <district3@ci-long.beach.ca.us>,
<mayor@longbeach.gov>
Subject: Home Depot

I am *opposed to the plan to build a Home Depot at Loynes and Studebaker*. It will mean increased traffic, including heavy trucks (apparently beyond county congestion management agency standards), degrade air quality and add glare and lights, increase noise, affect wildlife and wetlands, and require lifting waste water all the way to Vista. On top of all that it would be built on a hazmat site.

I understand why city officials are pushing retail establishments so hard. LB Town Center and the new Pike development bring in sales tax revenue to replace the stolen property tax revenue. But responsible representation of the people demands more than just *anything for money*. The quality of life of the people should come first. In this plan it is not even last—it isn't even there. Mayor O'Neill and Councilman Colonna should be taking the lead in stopping this project.

Robert J. Kilpatrick

LaportaJ@aol.com
04/25/2004 11:13 AM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: Home Depot

Please do NOT go with the Home Depot PROJECT.

John @ Sallie La Porta
631-103 Brocton Court
Long Beach, Ca. 90803

Bdmiller8@aol.com
04/24/2004 04:25 PM

To: Anreyno@longbeach.gov
cc:
Subject: Home Depot

I have talked to many residents and business operators in the east Long Beach and west Orange county areas about the the possibility of a Home Depot and other commercial business going in at the corner of Studebaker and Loynes. Almost without exception the stand on the construction of the commercial venture is negative. Among the reasons given for not wanting this large commercial business on this particular site are: 1. a huge increase in traffic volume in the area 2. negative impact on the adjacent wetlands area 3. change of neighborhood characteristics.

Specifically, the traffic on Studebaker is already too heavy. Since the road has become the main egress to the 405 and 22 freeways, traffic increased to a steady stream from 5:30 A.M. to well into the night. Any increased traffic (especially commercial traffic) would be a huge problem for the immediate area and for the city of Long Beach because of the increased traffic management problems and safety issues. Putting commercial traffic on Studebaker and Loynes st. would be costly to the city and dangerous to the nearby residential areas.

The adjacent wetlands area is a jewel that should not compromised in any way. I'm afraid it would suffer because of obvious reasons and unforeseen conditions resulting from the proposed construction and the attendant infrastructure changes and additions.

Above are the main reasons the conditional use permit should not be granted for the subject site. The current industrial zoning is the correct zoning for this property considering adjacent uses, traffic constraints, etc. Would the increased noise and pollution affecting Kettering elementary school be worth the addition of another Home Depot? Would the increased costs to the city for accident and ambulance coverage be worth it? We have enough commercial development to satisfy local demands--we don't need a Home Depot here. If local residents don't need more commercial business why would the city want it? Why mess with the current zoning and create more problems, both obvious and unforeseen?

Bill D. Miller
6332 Elicit St.
Long Beach

Judie <judie1@verizon.net>
04/24/2004 03:10 PM

To: <anreyno@longbeach.gov>
cc:
Subject: Stop Home Depot

I do not want to see a Home Depot or any other business on the site at Studebaker and Loynes for the following reasons:

Light and glare, air quality, wildlife would be disturbed, hazardous materials (we have enough already), noise (we have enough already), traffic (we have enough already), wastewater treatment facilities the Loynes street is not capable of supporting the main, the ground is not stable.

Judie Irving

PS Why not a nice quiet park!

Tina Pirazzi <tpirazzi@yahoo.com>
04/22/2004 10:55 AM

To: angela_reynolds@longbeach.gov
cc:
Subject: OPPOSED TO HOME DEPOT/RETAIL CENTER

Dear Angela,

I am opposed to plans for a Home Depot going into the proposed retail center at Studebaker and Loynes Drive.

This location is already surrounded by retail centers - one at Loynes and PCH, Marina Pacifica Mall is the second, and the Market Place located adjacent to the proposed new retail center makes three. This area does not need more retail, and furthermore, this site is NOT zoned for retail!

Another problem with a retail center and Home Depot is the additional traffic. PCH and 2nd Street are already significantly burdened with heavy flows of traffic, and this new center would only make the problem worse.

Equally important is the consideration of Los Cerritos Wetlands located right next to the area in question. Is it really sensible to build a Home Depot, or any kind of retail center, next to a wetland habitat? In total, we have far more retail outlets in Long Beach than wetland environments, perhaps we should think more about adjusting the balance for nature, rather than rampant consumerism.

Lastly, we already have plenty of Home Depot stores within a 10 mile radius of the proposed location - that is enough!

Thanking you for the opportunity to respond, I remain with -

Kindest regards,
Tina Pirazzi

Lisa Rinaldi <gzrinaldi@earthlink.net>
04/22/2004 08:56 PM

To: <anreyno@longbeach.gov>
cc:
Subject: Long Beach Home Depot Project

Thur., 4/22

Dear Ms. Reynolds:

I am opposed to the Long Beach Home Depot Project. By letter dated 1/7/04, I wrote to Councilman Colonna to express my views, which I reiterate here and expand on.

Key issues which should be addressed in the draft EIR are:

1. Significant impact on transportation/traffic. We are choking now on our own traffic and congestion on Studebaker, Loynes, PCH, Westminster Ave., the freeway access roads off of Studebaker.
2. Significant impact on biological resources. Proximity of the Los Cerritos Wetlands to this proposed project will disrupt the habitat.
3. Significant impact on the the hazard to the public and the environment from the proposed waste treatment facility and pipeline, as well as already existing hazardous materials on the property.
4. Significant impact on noise levels by generating excessive noise levels, groundborne vibrations and groundborne noise levels, ambient noise levels, both temporary and permanent.
5. Significant impact on aesthetics by creating a new source of substantial light and glare.
6. Potential significant impact on hydrology and water quality if water quality standards and waste discharge requirements are violated. Also, the existing drainage pattern of the site will be altered in order to pave over the earth for the parking lot and will substantially increase the rate or amount of surface runoff resulting in flooding and additional sources of polluted runoff into our estuaries, waterways and oceans.

I would add to the above by stating more retail is the last thing we need in an area overrun with retail. Home Depot has stores all around us and is building a store at Atlantic and Spring. In addition, we now have two Lowes in Long Beach. What we do need and want is to maintain and create more open space in our city.

Thank you for your attention to this matter.

Sincerely,

Lisa Rinaldi

Julien Musafia <musafia@csulb.edu>
04/21/2004 09:33 PM

To: Anreyno@longbeach.gov
cc:
Subject: [Fwd: Home Depot]

----- Original Message -----

Subject: Home Depot
Date: Fri, 16 Apr 2004 12:41:05 -0700
From: Julien Musafia <musafia@csulb.edu>
Organization: California State University Long Beach
To: anreynolds@longbeach.gov

Dear Ms. Reynolds,

Please count me as an opponent to the Home Depot project on Studebaker Rd. I have attended the neighborhood meeting on April 7 and became persuaded that the negatives far outweigh any positives in this matter.

Many thanks.

Julien Musafia
441 Margo Ave.
Long Beach, Ca 90803.
562 596 9852

Barbiemcmahan@aol.com
04/11/2004 07:54 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com, Sbreyer@aol.com
Subject: Stop Home Depot in Long Beach

Dear Angela,
Home Depot on Studebaker would make our beautiful area a traffic nightmare not to mention how it would negatively impact wildlife, air quality, and noise. I do not support this measure and neither should the City of Long Beach.

Sincerely,
Barbie McMahan
A concerned homeowner

RUTH CAHILL <rcahill6301@yahoo.com>
04/03/2004 03:38 PM

To: anreyno@longbeach.gov
cc:
Subject: Objection to 400 Studebaker Road

Dear Angela: I am very opposed to the Home Depot development proposed for 400 Studebaker Road. I feel the development would have a very negative effect on the ecosystem and the wetlands we are obligated to preserve. The resulting traffic problems would produce very poor air quality for the nearby residents and the increased traffic would have a negative effect on the school children at nearby Kettering.

I am a long time Long Beach resident and I feel the to be affected citizens should have reasonably been informed of this proposed commercial development long before this date.

Jerry Trent"
<fuzthwuz@adelphia.net>
04/09/2004 07:22
AM

To: "Angela Reynolds" <anreyno@longbeach.gov>
cc: <Nancy_Trent@longbeach.gov>, "Mike and Karen Breul" <m.breul@verizon.net>, "Charles and Harriett Cohen" <candhcohen@netzero.com>, "StopHomeDepot" <StopHomeDepot@AOL.com>
Subject: Home Depot Proposal

Our primary objection to the Home Depot being built on Studebaker at Loynes is the additional traffic it would bring. We live in the College Park West neighborhood of Seal Beach. What that means is there is only one way in or out of our home. That is by using College Park Drive.

College Park Drive ends at the transition road from 7th Street/22 freeway, to and from Studebaker. It is an awkward, "T" intersection at best. Traffic coming off the Westbound 22 Freeway, turning onto Studebaker is frequently fast and heavy. This makes turning off of College Park Drive difficult and sometimes dangerous. Making a left turn to go East on 7th street is even more difficult.

After I spoke at the meeting on the 7th, I was contacted by a woman who lives in College Park East, In Long Beach. She reminded me that they too have to use that College Park Drive/Studebaker transition intersection for South egress to their homes.

In the case of the 308 homes where we live, this is the only way we have to access our homes. As traffic has increased over time, that intersection has become increasingly dangerous. Traffic from both directions of the 405 freeway and the Southbound 605 freeway already add to the traffic using the Studebaker/7th street junction. The addition of traffic caused by the Home Depot proposal would make it almost impossible.

While we are not residents of Long Beach, our Seal Beach neighborhood can only be reached through this East boundary so we feel we have a real stake in this project. We share many of the objections voiced at the meeting on the 7th. As a retired police lieutenant, I know there would be additional crime in the area. Traffic on Studebaker, Loynes and 2nd Street are already to heavy.

Placing any type of shopping center at that location is just a bad idea. We are frequent customers of Home Depot and feel we are adequately served by their existing locations.

Jerry and Nancy Trent
213 Harvard Lane
Seal Beach, CA 90740

(562) 430-7387

From: Mark Bixby

Sent: Tuesday, April 06, 2004 9:36 AM

To: greg.mellen

Subject: Home Depot Proposed Development - LBPT article Saturday April 3, 2004

Dear Greg,

I read the April 3rd article that you and Joe wrote on the proposed Home Depot development (copy below). I don't have Joe's e-mail - please forward him a copy. I don't like to pick fights or create problems, but I felt the need to write you as I was quite disappointed with the accuracy of the coverage of the above article (copy below). This was not "fair and balanced" coverage that I've heard the PT pride itself on reporting. This article was one sided and improperly documented. Don May's quote was 1) out of context and 2) on the wrong subject (Don May, president of the Lakewood-based California Earth Corps, said a possible extension of Studebaker Road would have a direct impact on the wetlands dimensions. "That's a hot issue for us," he said Friday. "That would cut the wetlands in half.") The proposed development isn't connected to the proposed extension of Studebaker. Totally separate issue. Separate properties separated by several hundred yards and separate ownerships.

The juxtaposition of the two proposed projects makes it look like the environmental group is opposed to the Home Depot project. And, based on the article, and if I knew nothing more, I might lean against it too - but the problem is the assertion and the quote are wrong. And the title of the article is then completely misleading. One neighborhood commentator and one misquoted environmentalist don't add up to "fire on two fronts." Yes, there are people in the neighborhood who don't have enough information on the proposed development yet and have legitimate concerns about traffic. The traffic study and scoping meeting will help answer many questions and concerns.

In addition, the series of quotes from the City and from Frank Colonna make it look like the development was trying to be "sneaked" through the process. That is not the case and there are city processes in place to make sure projects get public review. The way the quotes lay out it makes the developer appear the "bad guy." People seem to forget that developers are the people that build the homes we live in, the markets we shop in and the buildings and offices we work in.

I understand that you work under deadlines, but because the developer couldn't respond to a call on Friday, did the article have to run on Saturday?

re: Traffic

Kettering is the local elementary school, which all three of my three kids attend. It is separated by a river channel and a four lane highway. There might be one or two trips a month generated by each neighborhood resident who chooses to shop at the new Home Depot, but this development shouldn't change traffic patterns. And most of the folks that drive the route would commute the route anyway, likely reducing the total trip count. A matter for the traffic study. The neighborhood is not a "short cut" route for anyone but a few living in on the east side of Bixby Village. For most of those those living in Bixby Village, the quickest path of travel is not through University Park Estates, but rather on Bixby Village Drive to Loynes. - only one stop sign and two lights versus 4 stop signs and one light.

[In both camps, heavy traffic that could be generated by the project is a prime concern as a public safety issue since an elementary school is across the street from the site, and as a potential pollution problem.] Agreed, traffic is the highest concern. What is the "pollution problem"? Pondering it without explaining it again seeds doubt in the reader's mind..

I live in University Park Estates (1966-1982 and 1995 to present). Because my wife is very active at Kettering (past PTA president for 2002 and 2003), she was getting questions about the proposed Home Depot. She asked me to write out a response from a neighborhood perspective she could use. So, here are my thoughts in brief on the proposed Home Depot development. I don't have any financial interest in

promoting the project. I am not a partner nor an advisor. No one has asked me to support the project. I happen to know the developer/property owner and the broker who are putting the proposed deal together. Both are good guys who are known for responsible development and who are active in supporting local charities, churches, the YMCA and Rotary.

As it stands, there are currently four ugly green used (and not usable - illegal to burn oil in these plants anymore - AQMD required holes to be drilled in the tanks) on the property. The only logical property uses are industrial, which includes light industrial and or manufacturing, or commercial (as proposed here). Residential doesn't make sense at that location, nor does park (which no one would pay for anyway). Commercial is a good buffer use to our neighborhood.

Advantages to the development:

1) City tax revenue.

This will only add the City of Long Beach tax revenue base. The average Home Depot does \$45 million in gross sales, thus the City of Long Beach would receive approximately \$450,000 in tax revenue each year (1% of retail sales dollars. Some of this would be taken from the Signal Hill Home Depot Sales and some from the local Lowes, but overall, this will increase the tax base as the store will draw from Seal Beach and Los Alamitos as well.

2) Environmental

The development would remove an old environmental concern and replace it with a landscaped development, cleaning up an otherwise ugly intersection.

3) Easy, Close Home Improvement store access

Provide darn convenient access for neighbors to buy home improvement stuff for my home construction projects.

4) New Dining Opportunities

There are two auxiliary restaurants proposed on the site plan that would provide dining locales within walking distance.

Disadvantage to the development:

I see the one real disadvantage as increased traffic. I haven't seen or reviewed a traffic study. The broker told me that one is underway (as is required for any major development). What it will reveal is that there will be more traffic. I can't tell you how much, but the study will. The reality is that increased traffic won't impact traffic within our neighborhood. There really won't be through-traffic issues we don't already have from Bixby Village owners who access the freeway via 6th street. The increased traffic might occasionally result in more cars waiting to get through the Loynes and Studebaker intersection. But the developer will be responsible for upgrading the traffic light and the timing on the light will be adjusted accordingly. For the reasons above, and because I don't see the traffic as such a major concern, I support the proposed development. I will be in Big Bear with a Rotary Camp Enterprise program from Wednesday to Friday as a counselor to 50 high school kids. Otherwise I would attend the meeting and speak in favor of the development.

My hope is that you can provide more balanced coverage of the proposed development.

Thank you,
Mark

Long Beach Press Telegram

Home Depot plan draws fire on 2 fronts
Area homeowners and environmentalists voice concerns.

By Greg Mellen and Joe Segura

Staff writers

Friday, April 02, 2004 - Environmentalists say the project could endanger the highly sensitive ecosystem of the nearby Los Cerritos Wetlands and homeowners contend the planned development at Studebaker Road and Loynes Drive will adversely affect their quality of life and hurt home values.

The project site is at 400 Studebaker Road, at the Studebaker and Loynes intersection, and would consist of about 192,000 square feet of commercial development, including the self-fixer-upper giant, a sit-down restaurant and other retail stores. The project will undergo considerable review processes.

In both camps, heavy traffic that could be generated by the project is a prime concern as a public safety issue since an elementary school is across the street from the site, and as a potential pollution problem.

Don May, president of the Lakewood-based California Earth Corps, said a possible extension of Studebaker Road would have a direct impact on the wetlands dimensions.

"That's a hot issue for us," he said Friday. "That would cut the wetlands in half."

The applicant is Studebaker L.B., LLC, but no one could be reached for comment Friday.

The project will be discussed Wednesday at 6 p.m. at a public meeting at Kettering Elementary School, 550 Silvera Ave. The purpose of the meeting is to define the environmental issues.

Residents of the University Park Estates area said the project has caught them off guard.

One homeowner, Janice Dahl, said she and her neighbors knew nothing about the meeting until she received an e-mail from an online media service. She said she believes the city and Home Depot were trying to slip the meeting through without the neighborhood knowing about it.

"They're in for a big surprise," Dahl said.

Angela Reynolds, city planning officer, said there has been no effort to conceal the meeting information.

"We sent out 15 to 20 fliers to community association presidents," Reynolds said. "At the City Council's request, we're sending out 450 more fliers to residents in University Park Estates, even though we don't have to."

Vice Mayor Frank Colonna also said the meeting is only the first step in a long environmental review process.

"Nothing will be done without the public being completely vetted," he said.

Colonna said he is withholding a decision on whether to support the project, noting that the area is zoned for industrial use.

"I'm concerned about the traffic impact, and I also want to hear what the homeowners say," Colonna said. "I also want to look at the potential impacts of other uses."

Reynolds says the public meeting takes input from residents of possible environmental issues prior to beginning a draft environmental impact report. Among the issues that need to be addressed in a review are aesthetics, air quality, biological resources (including possible plants and animals at the site), cultural resources of possible ancient Native American sites, geology and soil studies, and hazards and hazardous materials.

Of the 192,000 square feet of development, Home Depot would cover 104,886 square feet, Reynolds said.

April 7, 2004

350 Peralta Ave.
Long Beach, CA
90803
562-598-5155

City of Long Beach
Department of Planning and Building

Dear Angela Reynolds, Environmental Officer:

I am opposed to the commercial development, including Home Depot, at 400 Studebaker Road. I feel no need for the commercial services proposed. I believe that the proposed development would exacerbate traffic congestion, would pose safety hazards for both children and neighborhood residents, and would adversely impact the Los Cerritos Wetlands.

This area is surrounded by commercial services. I could probably eat at a different restaurant each night for a month within a two-mile radius. Billings in Belmont Shore, Sears and Target at Los Altos, Armstrong's on 10th Street, and Lowe's on Bellflower are just a few of close by businesses that provide many of the same items as Home Depot.

Traffic is currently a problem in our neighborhood. Surrounding streets, including Studebaker, Westminster/Second Street, Seventh Street, and Pacific Coast Highway are frequently jammed with cars. Traffic is especially busy during rush hour and in the evenings. It can be difficult to exit my neighborhood on Loynes Drive or Seventh Street due to heavy traffic. Speeding is a problem on Loynes. A Home Depot in this area would add to the traffic congestion. The trucks would only make the situation worse. Increased traffic and the addition of delivery trucks would increase the hazards to neighborhood children who walk and ride their bikes to school and for recreation and to the neighbors who run and roller blade.

I attended the community meeting on April 7 at Kettering Elementary. I learned that sewage from the Home Depot complex would be stored in a holding tank in that area, then piped over the Loynes Drive bridge into my neighborhood. This could pose a serious safety hazard.

It is a pleasure and a privilege to live near the Los Cerritos wetlands. I enjoy waking along the river channel. My husband and I have seen ground squirrels, hawks, pelicans, skimmers, king fishers, a fox and a seal. Many birds in this area are on endangered and threatened lists. I am proud that our communities are working together to preserve and enhance the few remaining wetlands in the Los Angeles area. The noise, traffic, glare of night lights, and the danger of pollution threaten the wetlands.

Please take my concerns into consideration when determining the fate of this project. I urge you to deny this development.

Sincerely,

Beverly Spicer

To: <anreyno@longbeach.gov>, <Shana_Ortiz@longbeach.gov>
cc: <Avonne_Gravel@longbeach.gov>, <RBPM@aol.com>, <StopHomeDepot@aol.com>,
"Goldberg, Benjamin" <Benjamin.Goldberg@morganstanley.com>
04/08/2004 06:24 AM
"Zimmerman, Sue" <SUEZ2001@aol.com>, "Andries, Roger" <Andries@ix.netcom.com>,
"Clark, Rob" <Rcds2k@aol.com>, "Czaban, Carly" <la.curl@verizon.net>, "Goldberg, Barbara" <Barbiegoldberg@aol.com>, "Goldberg, Benjamin" <COUNCILMAN@aol.com>,
"Hebert, Larry" <LAHLB@aol.com>, "Mullen, Charlene" <IRMCMULLEN@aol.com>,
"Rosas, Carmen" <CarmineC21@aol.com>, "Rowe, Tom" <Tomr@vertical.com>,
"Simmons, Joe" <pasimmons@aol.com>, "Wright, Virginia" <vwright@earthlink.net>
Subject: Home Depot Project/President of University Park Estates

When the City is examining issues for the EIR study, it may make sense to study the feasibility of gating University Park Estates. As you know there is a school in the neighborhood, so limited public access would be necessary during normal school hours. I know that if in the remote chance that this project were to move forward, the only way to mitigate the cross through traffic is with a gate. Not to mention the public safety issue to the students in the school and the increased security that would be needed to ensure safety for the kids.

Officially, only our area, Island Village and the Belmont Shore Mobile Home Park have publicly condemned the project. I have heard that Bixby Village, Spinnaker Bay, Spinnaker Cove, Bay Harbor, Alamitos Heights, Belmont Heights, Belmont Shore, Naples, College Park and most of the residents that enter the city from the East Side are apposed to adding any project that would further impact the traffic issues involving, 2nd/PCH and the iron triangle at 7th, PCH and Bellflower. This in addition to the 7th Street off ramp itself and Studebaker and 2nd Street. Please include these areas in your EIR as well as Loynes/Studebaker and Palo Verde(Vista) and Loynes as well. Although this area is currently zoned for Industrial Use, we will be pursuing litigation to change that zoning in the same vain as was done to home owners off of Appian Way, who at one time were able to build apartments, but have now been reduced to residential only. With over 350 people attending yesterday's meeting, we feel confident that the attention of all council members will be attained immediately. There should be no question in the minds of our City Leaders with the traffic impact to the our East Entrance to Long Beach. We are currently in a crisis situation with the existing land use and traffic pattern. Thank you for your time.

Benjamin A. Goldberg
Morgan Stanley
Branch Manager
Vice President
Encino, CA #243
818-907-2434

Rods2k@ To: Benjamin.Goldberg@morganstanley.com, anreyno@longbeach.gov, Shana_Ortiz@longbeach.gov
aol.com cc: Avonne_Gravel@longbeach.gov, RBPM@aol.com, StopHomeDepot@aol.com, SUEZ2001@aol.com,
04/08/200 Andries@ix.netcom.com, la.curl@verizon.net, Barbiegoldberg@aol.com, COUNCILMAN@aol.com,
4 08:21 LAHLB@aol.com, lrmcmullen@aol.com, CarmineC21@aol.com, Tomr@vertical.com,
AM PASimmons@aol.com, vwwright@earthlink.net
Subject: Re: Home Depot Project/President of University Park Estates

I hope that the enticement of tax revenue does not blind the city of the potential problems this project will create!

Rob Clark
Rob Clark Development Services
562/431-6023 voice
562/431-4303 fax

Scott R Charmack <scharmack@csulb.edu> To: Angela Reynolds <Angela_Reynolds@longbeach.gov>
04/08/2004 09:55 AM cc:
Subject: Proposed Home Depot Development

I would like to express our support for the proposed Home Depot Development off Studebaker Road in Long Beach. While I understand a few of the concerns raised by my neighbors, this Center would certainly be a vast improvement to the old oil storage tanks on this property. Traffic concerns will need to be adequately addressed, but good planning and execution will resolve this issue. I live on 9th Street off Studebaker and believe this proposed Center will be a plus. We support the proposal conditioned that the additional traffic on Studebaker and 2nd Street is properly addressed.

"Susan Whitmyre" <swhitmyre@mminternet.com> To: <Angela_Reynolds@longbeach.gov>
04/08/2004 12:48 PM cc:
Subject: Strong Novote on Home Depot on Studebaker

This one is a no-brainer. 1. Our need for natural open space is paramount. 2. Anyone with eyes can see the traffic congestion already out of hand in that entire area. 3. Anyone with nose and lungs knows we are over-polluted already.

I could go on and on, but why? Please strongly oppose this, and move to restore some pristine nature to this site for wise public benefit.

Susan Whitmyre
4726 E. 14th Street
Long Beach, CA 90804

"John Carver" <jcarver@cbcsouthbay.com>
04/08/2004 08:33 AM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: RE: Home Depot Notice of Preparation (NOP)

Angela,

Is the public allowed to obtain a full sized scale drawing of the proposed Home Depot development? If so, I'd like to know who I could contact. I have the one included in the NOP but its rather small and I was hoping to get my hands on a larger version.

John Carver

-----Original Message-----

From: Angela_Reynolds@longbeach.gov [mailto:Angela_Reynolds@longbeach.gov]
Sent: Tuesday, April 06, 2004 2:30 PM
To: jcarver@cbcsouthbay.com
Subject: Home Depot Notice of Preparation (NOP)

This is the NOP...please send back a response of receipt and your mailing address, so we can keep you updated.

thanks

Angela Reynolds, AICP
Advance Planning Officer
Acting Environmental and Community Planning Officer
City of Long Beach
(562) 570-6357

To: <ken@pacificcoastmanagement.com>, <belmonthheights@hotmail.com>, <diane@transpacinc.com>, <info@lbgreenbelt.com>, <angie@pacificcoastmanagement.com>, <joesopo@earthlink.net>, <Benjamin.Goldberg@morganstanley.com>, <nthomson@pcminet.net>, <micola@ix.netcom.com>, <ashok4u@aol.com>, <bettydav@flash.net>, <megan@pacificcoastmanagement.com>, <Stoneybrookmanager@yahoo.com>
04/08/2004 01:21 PM
cc: <anreyno@longbeach.gov>
Subject: FW: Home Depot Project/President of University Park Estates

This project will affect everyone who uses the 7th street entrance to our city or Loynes Drive to enter our little piece of paradise in East Long Beach. I need a collective voice from all of the Associations to Angela Reynolds(anreyno@longbeach.gov) at the City Planning Dept., time is of the essence. See below for our meeting date with Frank Colonna addressing how we can do the right thing with the property in question. Please respond to my private e-mail: COUNCILMAN@aol.com, due to the political nature of this material. Thanks and I hope to see a representative with a letter to the city from every association included in this e-mail. Thanks.

Benjamin A. Goldberg
Morgan Stanley
Branch Manager
Vice President
Encino, CA #243
818-907-2434

Blumenthal Ann N"
<Ann.Blumenthal@phs.com>
04/08/2004 01:53 PM
To: "angela_reynolds@longbeach.gov"
<angela_reynolds@longbeach.gov>
cc:
Subject: The meeting last evening

Angela,

I would like to understand who is paying for Government Solutions to be involved in the effort to offer creative solutions to mask the problems that Home Depot brings to East Long Beach.

The meeting certainly showed how much we enjoy where we live and that this may become the folks of Long Beach vs. Home Depot. And very frankly, their twisting of the truth will not bode well as this process progresses.

I thank you in advance for your response to my question.

Thank you
Ann

Ann Blumenthal, PMP
IBM Global Services
Advisory Project Manager
714-226-6248 (Voice)
714-784-3756 (Fax)
1687776@pagesci.com (Pager)
ann.blumenthal@phs.com (email)
axblumen@us.ibm.com (email)

Mike Baker <mikshe@juno.com> To: anreyno@longbeach.gov

04/08/2004 11:52 AM

cc:

Subject: Proposed Home Depot @ Studebaker & Loynes - Meeting 4/7/02

Just a short note to let you know that there is someone living in the area that favors of the project. On the surface it appears minimally intrusive in terms of appearance and traffic congestion. I am a consistent customer of Home Depot and believe the proposed location would be very convenient.

I realize the meeting was intended to develop local area environmental concerns. To that end my only questions involve the additional traffic that would be generated by the project. Specifically:

1. Are the transition roads between 7th/22 Fwy and Studebaker adequate?
2. What changes would be required to handle the additional traffic at the intersection of Palo Verde & Loynes?
3. How will this project interact with any development at the Boeing property in Seal Beach?

I expect it's going to be impossible to resolve the NIMBY attitude expressed at the meeting on the 7th. These people have worked themselves into a frenzy like a football pep rally. Nothing short of lining Studebaker with tall trees will ever be an acceptable change.

Good luck! I'm afraid your going to need it before it's over.

Mike Baker

April 8, 2004

Ms. Angela Reynolds
Environmental Officer
333 W. Ocean Boulevard
7th Floor
Long Beach, CA 90802

RE: LONG BEACH HOME DEPOT PROJECT EIR

Potential Impacts Associated with the proposed project:

1. **Light and Glare:** Light from building, parking area and security lighting. Substantial light adversely affects day and nighttime views.
2. **Air Quality:** Substantial pollutant concentrations PM10, carbon monoxide and ozone violates air quality standards. Long-term air quality impacts related to traffic and short term related to construction. Considerable net increase in air pollutants.
3. **Wildlife, Wetlands:** Substantial adverse effect through direct removal.
4. **Hazardous Materials:** Site is currently on a hazardous material list compiled by the government. Hazard to the public involving release of material into the environment through routine transport, use or disposal of hazardous materials. Hazardous material concerns within one-quarter mile of an existing school.
5. **Noise:** Generation of noise level in excess of standards established in the local general plan or noise ordinance or applicable standards. A substantial permanent increase in ambient noise levels.
6. **Transportation/Traffic:** Substantial increase in traffic in relation to the existing traffic load and capacity on Studebaker, Westminster, 2nd Street and PCH -- which is already congested. Substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections will exceed a level of service standard established by the county congestion management agency for designated roads.
7. **Wastewater Treatment Facilities:** Increased demand for the treatment of used water. Construction of a private lift station with an equalization tank, odor control system and force main to convey sewage to the Long Beach Water department which could cause significant environmental effects. The force main would run underground to the Loynes Street bridge, be mounted on the bridge and then continue underground in the street to a connection point on Vista Street.
8. **Findings:** This project will cause substantial adverse effects through an increase in crime, vandalism, trash, loitering, noise pollution, traffic congestion and loss of wetlands.

Maria Wyatt
6329 East Eliot Street
Long Beach, CA 90803



Check the box if you
wish to be
added to the EIR
notification

ReynaAkers@aol.com
04/12/2004 09:31 AM

To: Angela_Reynolds@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: Long Beach Home Depot Proposed Project

April 12, 2004

City of Long Beach
333 West Ocean Blvd.
7th Floor
Long Beach, Ca 90802
Att: Angela Reynolds, Environmental Planning Officer

RE: Long Beach Home Depot Project

Dear Ms. Reynolds:

I am property owner in University Park and Mr. Goldberg our PREZ views on gating our community does not represent my family interest.

I am not interested in changing the existing type of land use permit currently applied to the Tank Farm Property. I am not interested in creating more pollution to impact the wet lands and bird habitats.

I am against having to build a concrete-lined holding tank for sewage, which would create a stench during discharge. I further object on the grounds that our water table is low and many houses in our community have water issues; flooding and drains that back up during rainstorms.

As taxpayer I am not willing to cover the cost of maintain our streets, as a private community must. As a member of this community I am willing to listen to any plan to develop the area as long as they keep with in the existing permit uses.

Sincerely,

Reyna M. Akers
470 Margo Ave.
Long Beach, CA 90803
Phone 562-430-1249 Fax 562-594-6841
Reynaakers@aol.com

"John Wyatt" <Johnm1wyatt@msn.com> To: <anreyno@longbeach.gov>
cc: 04/11/2004 07:53 PM <StopHomeDepot@AOL.com>
Subject: LONG BEACH HOME DEPOT PROJECT EIR

Dear Ms. Reynolds,

Re: Stop Home Depot on Studebaker in Long Beach

I am sending this attachment of the comments that you requested regarding the environmental impact issues.

I also want to say that as it stands the power plant creates a steady vibration and hum that has increased over the years, causing the the WINDOWS TO RATTLE all the time-- Day and Night! Accompanied by a extremely loud blast of steam that is deafening for about 2 minutes. There is no need to add to anymore pollution.

Jack Wyatt (See attached file: StopHomeDepot.doc)

Dschubert99@aol.com
04/13/2004 05:56 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: (no subject)

I am strongly opposed to the proposed building of Home Depot at Studebaker and Loyes Drive for the following reasons:

I drive home almost everyday through that intersection and it will add significant time to my daily commute.

I run on a regular basis on our neighborhood, and I would be breathing poorer quality air because of the great increase in automobile traffic.

Our sewers can barely handle it currently when we get a heavy rain. I believe that having a Home Depot would create major problems in our sewage system.

I believe there would be increased crime in our neighborhood.

I believe it would adversely affect property values.

Thank you.

Sincerely,

Donald K. Schubert

April 8, 2004

Ms. Angela Reynolds
Environmental Officer
333 W. Ocean Boulevard
7th Floor
Long Beach, CA 90802

RE: LONG BEACH HOME DEPOT PROJECT EIR

Potential Impacts Associated with the proposed project:

9. **Light and Glare:** Light from building, parking area and security lighting. Substantial light adversely affects day and nighttime views.
10. **Air Quality:** Substantial pollutant concentrations PM10, carbon monoxide and ozone violates air quality standards. Long-term air quality impacts related to traffic and short term related to construction. Considerable net increase in air pollutants.
11. **Wildlife, Wetlands:** Substantial adverse effect through direct removal.
12. **Hazardous Materials:** Site is currently on a hazardous material list compiled by the government. Hazard to the public involving release of material into the environment through routine transport, use or disposal of hazardous materials. Hazardous material concerns within one-quarter mile of an existing school.
13. **Noise:** Generation of noise level in excess of standards established in the local general plan or noise ordinance or applicable standards. A substantial permanent increase in ambient noise levels.
14. **Transportation/Traffic:** Substantial increase in traffic in relation to the existing traffic load and capacity on Studebaker, Westminster, 2nd Street and PCH -- which is already congested. Substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections will exceed a level of service standard established by the county congestion management agency for designated roads.
15. **Wastewater Treatment Facilities:** Increased demand for the treatment of used water. Construction of a private lift station with an equalization tank, odor control system and force main to convey sewage to the Long Beach Water department which could cause significant environmental effects. The force main would run underground to the Loynes Street bridge, be mounted on the bridge and then continue underground in the street to a connection point on Vista Street.
16. **Findings:** This project will cause substantial adverse effects through an increase in crime, vandalism, trash, loitering, noise pollution, traffic congestion and loss of wetlands.

John W. Wyatt
6329 East Eliot Street
Long Beach, CA 90803



Check the box if you
wish to be
added to the EIR
notification

Blumenthal Ann N"
<Ann.Blumenthal@phs.com>
04/12/2004 11:09 AM

To: "Angela_Reynolds@longbeach.gov"
<Angela_Reynolds@longbeach.gov>
cc:
Subject: RE: The meeting last evening

Thank you for getting back to me. I had suspected as much. This is not going to go away easily I can tell, and as you saw for yourself the people of this neighborhood will not support this. But I appreciate that we have to say no fairly.

Thank you
Ann

Ann Blumenthal, PMP
IBM Global Services
Advisory Project Manager
714-226-6248 (Voice)
714-784-3756 (Fax)
1687776@pagcmci.com (Pager)
ann.blumenthal@phs.com (email)
axblumen@us.ibm.com (email)

-----Original Message-----

From: Angela_Reynolds@longbeach.gov [mailto:Angela_Reynolds@longbeach.gov]
Sent: Monday, April 12, 2004 10:50 AM
To: Blumenthal Ann N
Subject: Re: The meeting last evening

Sorry it has taken a few days to get back to you and answer your question about "Government Solutions". I contacted Government Solutions, Inc. to get their exact title. They are "entitlement consultants" who specialize in community relations. This means that they are a private company, offering services to developers.

They are in no way affiliated with the City of Long Beach. I did not hire them and, quite honestly, don't even know them. After making several telephone calls, it is my understanding that they were hired by Home Depot to help them with entitlement process and community relations.

One of the Government Solutions employees said that they have a website, which is, govsoi.com.

Angela Reynolds, AICP
Advance Planning Officer
Acting Environmental and Community Planning Officer
City of Long Beach
(562) 570-6357

"Blumenthal Ann N"
<Ann.Blumenthal@phs.com>
04/08/2004 01:53 PM

To: "angela_reynolds@longbeach.gov"
<angela_reynolds@longbeach.gov>
cc:
Subject: The meeting last evening

Angela,

I would like to understand who is paying for Government Solutions to be involved in the effort to offer creative solutions to mask the problems that Home Depot brings to East Long Beach.

The meeting certainly showed how much we enjoy where we live and that this may become the folks of Long Beach vs. Home Depot. And very frankly, their twisting of the truth will not hold well as this process progresses.

I thank you in advance for your response to my question.

Thank you
Ann

Ann Blumenthal, PMP
IBM Global Services
Advisory Project Manager
714-226-6248 (Voice)
714-784-3756 (Fax)
1687776@pagermail.com (Pager)
ann.blumenthal@phs.com (email)
axblumen@us.ibm.com (email)

"Blumenthal, Joe L SOPUS"
<jlblumenthal@ShelIOPUS.com>
04/13/2004 02:37 PM

To: "anreyno@longbeach.gov"
<anreyno@longbeach.gov>
cc:
Subject: Home Depot Development

Ms Reynolds, I have sent you previous correspondence on input to the EIR for the proposed Home Depot project on Studebaker, but I have finally looked at the draft EIR available on-line, and I have a few further comments that lead to some items I'd like to see increased on the potential impact scale of the initial checklist.

Section XI - Noise - b) - Exposure of persons to or generation of excessive groundborne vibrations or groundborne noise levels? Currently indicated at Less Than Significant Impact - This will indeed have potentially significant impact to groundborne vibrations and noise to myself and others living on Vista St., and in two ways.

First there are already significant groundborne vibrations coming, I believe, from pumping the sewage along the 8" line under Vista St. This is significant at my house, as windows and doors rattle rhythmically for long periods at different times of the day, and very much noticeable in the early morning hours. Increasing the sewage delivered along this line will have potentially significant impact in this manner, I have no doubt.

Large trucks will undoubtedly run along Loynes, and therefore I know that there will be significantly increased ground noise and vibrations due to their passing. I am currently sitting within 50 feet of a street traveled by big trucks, and if you were here too, you would have no doubt that there is a significant noise and vibration associated to their passing. My house, and certainly my backyard, are within 50 feet of Loynes. I have expectations that the level of interest on this will be raised to Potentially Significant Impact and studied appropriately.

Section XV - Transportation/Traffic - Substantially increase hazards due to a design feature.....?
Currently indicated at Less Than Significant Impact - Loynes is a substandard (substandard by obviousness and experience) and unstable road bed, as well as Studebaker having several unstable areas. Increased traffic will not potentially make this worse, it will make it worse. In very recent times Loynes has had barriers installed to keep people from running their cars off the road, because they were crashing regularly from the bad road (and probably speed), and as well prior to the most recent repair, it was reduced to one lane and a much lower speed limit. Why? Because it can be dangerous. Why? Because it has a bad design. Will this substantially increase hazards. Yes. How could you come to another conclusion? More traffic, faster deterioration of a bad roadway, bigger hazard. Simple.

I urge that this be upgraded to Potentially Significant Impact and studied thoroughly.

Also, I don't see anything on the draft EIR that would include what the increase traffic load in volume and size could potentially do to the underlying soil surrounding the poor roadbed on Loynes, as possibly indicated in section VI. Geology and Soils. I would expect that there can be other questions asked in this section besides what is on the checklist. I am very concerned that the increased traffic could potentially spread the instability of the soils of what is now just under the roadbed to the area surrounding the roadbed, and this would include the area immediately next to the roadbed, which is our property and the properties of my neighbors.

Please, if there are problems with my requests, I would like to understand how they could be improved or directed elsewhere if necessary.

Regards,
Joe Blumenthal

6252 Vista

Anti5er@aol.com
04/12/2004 05:45 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: Stop Home Depot

As noted in Changemakers.net, the wetlands are an endangered ecosystem. The most recent culprit is industrialization. Industrialization brings waste, pesticides, fertilizers, metals, hydrocarbons, road debris; all which are major pollutants made up of large tracts of impermeable surfaces. Because such surfaces prevent rainfall from percolating into the soil, they hasten the flow of waste into wetlands. Such surfaces raise temperatures of the water runoff, thus decreasing its dissolved oxygen. Together, all these factors cause immense stress on aquatic life, and therefore the food web. Industrialization is a catastrophic idea for this area.

"Vall, Shari (PBG)" <Shari.Vall@pepsi.com>
04/13/2004 10:55 AM

To: "anreyno@longbeach.gov" <anreyno@longbeach.gov>
cc: "stophomedepot@aol.com" <stophomedepot@aol.com>
Subject: Bixby Village Resident Says no to Home Depot

I currently own and live in a home located at 6024 Bixby Village Drive (Village On the Green). I am completely against the Home Depot project. I believe it will bring much crime and pollution to the area. Please save this beautiful wetland. Wildlife area. Please do not build a Home Depot at the Studebaker Tank Farm.

Thank you,
Shara Vall
Pepsi-Cola
National-Key Account Manager
Phone: 310-527-7632

Linda G Vizzini <vizzil@juno.com>
04/13/2004 12:53 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@AOL.com
Subject: Home Depot plans for Studebaker at Loynes

I am very concerned about the current plans for this Home Depot. It is already impossible to make a left hand turn within one signal from south bound PCH to North 2nd street. It is also impossible to go south on 2nd street from Studebaker on Friday evenings during rush hour. The fact that this land is wetlands and, rather than being further developed, should be reclaimed as wetlands is very important. The wildlife and wetlands will be negatively effected by this construction.. The issue of hazardous materials within a short distance of a school needs to be address as well as the light and glare which will adversely affect nighttime views. I am very much opposed to this construction on all levels.

Linda Vizzini, 7072 Island Village Drive, Long Beach, Ca 90803

Joyce dalman <jdalprint@verizon.net>
04/13/2004 03:17 PM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: home depot project at studebaker road

Dear Ms. Reynolds:

Please put me and my husband on your list as two more neighbors who are against this proposed project. It is time for the City of Long Beach to regard the community's need when planning new businesses. There is already so much wasted development and there are deserted buildings standing. Why force an unwanted project on a community without the roads and traffic access to properly support it?

We live in Bixby Village and this intrusion would impact our traffic flow and is completely unnecessary. Additionally, there is no need for Home Depot, as there are many home improvement stores surrounding our area.

Sincerely,
Joyce and Duane Dalman
460-102 Medford Court
Long Beach, CA 90803
562-985-3357

Martin Clancey <mclvq1@mac.com>
04/13/2004 09:05 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@AOL.com
Subject: Home Depot

Angela Reynolds, Environmental Officer 04/13/04
333 W. Ocean Blvd., 7th floor
Long Beach, Ca. 90802

Martin Clancey
6028 Bixby Village Dr., #94
Long Beach, Ca. 90803

Dear Ms. Reynolds,

I oppose the proposed building of a Home Depot store and other business facilities at the are of Studebaker and Loynes drive for the following reasons.

1. Light and Glare: Substantial light advorsely affect day and nighttime views from my property.
2. Air Quality: Long-term air quality impacts related to traffic, and short term related to construction. Considerable net increase in air pollutants.
3. Wildlife, Wetlands: Adverse effect through direct removal.
4. Hazardous Materials: Site is currently on a hazardous material list compiled by the government. Hazard to the public involving release of material into the environment through routine transport, use, or disposal of hazardous materials. Hazardous material concerns within one-quarter mile of an existing school.
5. Noise: Generation of noise in excess of standards established in the local general plan or noise ordinance or applicable standards. A substantial increase in ambient noise levels. A substantial temporary or periodic increase in ambient noise.
6. Transportation/Traffic: Substantial increase in traffic in relation to the existing traffic load and capacity of Studebaker, Westminster. 2nd street an PCH which is already congested. Substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections will exceed a level of service standard to the established by the county congestion management agency for designated roads.
7. Wastewater Treatment Facilities: Increased demand for the treatment of "used" water. Construction of a private lift station with an equalization tank, odor control system, and force main to convey sewage to the Long Beach Water department which would cause significant environmental effects. The force main would run underground to the Loynes street bridge, be mounted on the bridge, and then continue underground in the street to a connection point on Vista street.
8. Findings: This project will cause substantial advers effects through an increase in crime, vandalism, trash, noise, loitering, pollution, traffic congestion, and loss of wetlands.

Sincerely,

Martin Clancey

"Steve Bingham"

<sbingham@cisco.com>

04/14/2004 08:17 AM

Please respond to sbingham

To: <Anreyno@LongBeach.gov>, <Angela_Reynolds@LongBeach.gov>

cc:

Subject: Home Depot

Hi Angela,

We have 10 month-old twins and live in University Park Estates in East Long Beach at 6260 E. Vista Street. I am a big fan of Home Depot and shop there regularly. However, I must oppose the planned development for the following reasons:

- 1) Our house backs up to Loynes Street. The street actually sits higher than our backyard so the noise is at ear-level. It already keeps us from enjoying our backyard, and since there is no sound wall, we cannot imagine the degradation to the quality of all the backyards of Vista Street residents.
- 2) The amount of traffic created by such a commercial development would be excessive. For example: the Studebaker exit off the 22 West is not suited for the additional traffic; Loynes Street sinks in selected spots which creates the frequent need for work and re-pavement. Home Depot would exasperate this situation.
- 3) The affect to the property values of Vista St residents will be strongest of anywhere in University Park Estates. Related to the Home Depot, it will be the nosiest of all the streets in the area and a major set back to our quality of life.
- 4) Because we are so close to the construction, I expect there will be excessive amounts of dust and dirt.

Please confirm you have read and received this e-mail. I would appreciate your comments, and including this in the public record.

Regards,
Steve Bingham
Global Account Manager
Cisco Systems, Inc.
Tel: +1 310 966 2508
Mobile: +1 562 799 4295

"Gail Adams" <g.gma@verizon.net>
04/14/2004 08:30 PM

To: <anreyno@longbeach.gov>
cc:
Subject: Home Depot on Studebaker & Loynes

Dear Ms. Reynolds:

I writing to express my extreme concern about the potention development of the property adjacent to Studebaker and Loynes, particularly with a commercial venture such as the proposed Home Depot and other commercial properties development.

I live in Island Village and Drive the 605 Freeway each day to work. The stretch of Studebaker that would be affected is already so congested that it often takes 5-10 minutes to get through the intersection at Studebaker and 2nd St. The addition of such a development would severely increase this traffic and make it next to impossible to travel through that intersection and stretch of Studebaker. In addition, Home Depot opens quite early and takes deliveries from a large number of very large trucks. The added congestion, noise, and pollution from this traffic would have a very negative impact on my immediate neighborhood and potentially drive down the value of my property. In addition to all this, there is increased need for utility services and increased production of sewage that could potentially contaminate the surrounding wetlands and associated wildlife.

I'm strongly urge the denial of this proposed project.

Gail M. Adams
1 Keel Court
Long Beach, CA 90803

magolden@netzero.net To: anreyno@longbeach.gov
04/14/2004 09:04 PM cc: stophomedepot@aol.com
Subject: Letter regarding opinion on Planning and Budgiling in long beach

Mary Anne Golden
6016 Bixby Village Drive #44
Long Beach, CA 90803
562-498-0981

April 14, 2004

City of Long Beach
Angela Reynolds, Environmental Officer
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

I am writing about the potential building of the super Home Depot at the corner of Studebaker and Loyces Drive.

I live nearby, and walk on the course of the water way on the west side nearly every weekday morning. I enjoy the bird's cooing and chatter. It is a quiet, lovely walk through the green neighborhood near Kettering School around to the little golf course adjacent to Loyces.

When I understood the potential Home Depot being built was 4 times the average size, I became very concerned for my safety and the safety of the animals on my quiet, peaceful walk every day of the week.

I think this Home Depot will not be used for retail selling alone, but a transportation center for goods. There is no other reason to build so large. Additionally, there will be a very large fuel tank there- there is no other reason for this but for fueling trucks.

I do not support this.

I don't understand why if this site is on a Hazardous material list by the government? If it is private land, why it is sold? The owner is very irresponsible and I find this incomprehensible! This is an issue I will bring up with the attorneys that have been hired to address the Home Depot building. MAKE them RESPONSIBLE. Do not build there; clean it up!!!! And at the owners expense who made it so!

Ideally, the hazardous site would be cleaned up and made into a park. That is my dream. More places for great and small creatures to live, breathe and enjoy life in Long Beach.

Thank you,

Mary Anne Golden

Joel Thomas <joelthomas@mac.com>
04/15/2004 09:42 AM

To: <anreyno@longbeach.gov>
cc: <StopHomeDepot@aol.com>
Subject: Opposed to Long Beach - Studebaker site

Ms. Reynolds,

I am a resident of Island Village in Long Beach. I attended the Home Depot meeting at Kettering Elementary on April 7th with an open mind. I was disappointed by how little Home Depot planned to mitigate all the light, noise and environmental pollution created by their development. They seemed to think that by planting trees on Studebaker and putting the back of their store towards Second street they were doing great things for this area. We do not agree.

My greatest concern is for my son who attends Kettering Elementary and the other 500 students and staff there. What possible precautions can be taken to PREVENT hazardous materials being released into the environment while this site is remediated and then built up. Don't talk to me about mitigations, this is my child's life we're talking about, I absolutely demand PREVENTIONS. You know full well their playground faces Studebaker. One half mile further down Studebaker, Hill Middle School students participate in Physical Education. Allowing this development is to say the deterioration to their physical health is second to the income gained by the City of Long Beach through tax dollars. This threat is not temporary. The impact on air quality would be permanent. Noise pollution and traffic dangers would further threaten these students.

The City of Long Beach has a duty to insure quality of life for its residents. There is more to this duty than simple fiduciary responsibilities. Do not fail us.

Sincerely
Michelle Thomas
46 Windjammer CT
Long Beach, CA 90803

"Paul Buika" <lbuiika@charter.net>
04/14/2004 12:09 PM

To: <anreyno@longbeach.gov>
cc:
Subject:

Angela:

I am a homeowner and live at 6268 E. Vista Street in University Park Estates in Long Beach. I am writing in reference to the proposed Home Depot project at the current SCE Tank Farm at Studebaker and Loynes. Loynes is directly behind my house. My main concern regarding this project is the potential of increased noise. The traffic on Loynes and in the general area has increased over the years and this project certainly will add to it. Loynes Drive was repaved several years ago only to add several more inches in height, putting it quite a bit higher than our backyard. Loynes parallels Vista. We now are able to see the cars and trucks that drive along Loynes. The height of Loynes is now at or above our backyard walls and therefore the noise level has increased significantly. If the Home Depot project does nothing to mitigate the increased noise levels that will certainly occur, then I oppose the project. I would like to see the project include a significant aesthetically pleasing sound wall along Loynes to help mitigate the increased noise levels. If a sound wall is included then I would most likely be in favor of the project. The sound wall would also have to be maintained by the Home Depot project throughout time.

I would also like the City to reconsider the possibility of extending Studebaker to the south to eventually connect into PCH. I know there are many opponents to this. This extension would help alleviate a major traffic area along Studebaker, 2nd Street, and PCH. Opponents constantly say this will cut the "wetlands" in half, yet it is this same group of individuals and groups that has delayed the restoration of the wetlands now for at least five years, and most likely for a much longer period of time due to increased real estate values and oil prices. Second Street currently bisects the "wetlands" and yet both sides are able to thrive. In addition, the concrete San Gabriel river bed already bisects the "wetlands" south of Second Street (near the extension of Studebaker). Almost five years ago the City had a plan before them that would have allowed the City to purchase a large portion of potential future wetlands at a very reasonable price. The California Coastal Commission rejected a plan that would have allowed the purchase and wetland restoration to move forward on a large portion of land that is considered a part of the Los Cerritos Wetlands. Unfortunately the Coastal Commission was influenced by several individuals and groups that oppose almost every project in the City, including the Home Depot project. The City sat by and did nothing to help that project, despite it being a definite positive for the City of Long Beach, and has lost out on the purchase of potential wetland acreage at a reasonable price. The City needs to recognize a good project and act on it when the opportunity presents itself. Progress can occur on an environmentally friendly basis, if planned properly. The City of Long Beach needs to continue to move forward and not be stymied by certain groups that oppose any and all projects.

Paul Buika
lbuiika@charter.net
562-596-6294

m cotton" <mbcotton@hotmail.com>
04/15/2004 02:34 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Proposed Home Depot

I have extremely serious concerns about the proposed Home Depot project on Studebaker.
And I strongly oppose any and all variances requested by the applicant.

My concerns are:

- **traffic
- **noise
- **light pollution
- **air pollution
- **sewage treatment
- **water pollution
- **impact on adjacent wetlands
- **impact on adjacent river
- **impact on ocean
- **impact on wildlife

As a representative on the Southeast Area Community Cluster Committee (General Plan Land Use and Mobility Element Update)

I am concerned that this Home Depot project is going forward before a General Plan for the area can be formulated dealing with the removal of these tanks and the future of this former industrial area.

None of these land use decisions should be made until these important area planning decisions are made.

Because this is on the border of Orange County and Seal Beach, these governmental entities should be included in this process.

Thank you for your attention. Please keep me apprised of meetings and documents that pertain to this project.

Sincerely, Melinda Cotton
Past President, Belmont Shore Residents Association
Member, Mayor's Transportation Task Force
21 year resident of Belmont Shore

JKatell@aol.com
04/17/2004 12:03 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot

We are writing in support of the Home Depot planned on Studebaker. I am certain that with traffic mitigation this would be an excellent location for a Home Depot that would be well utilized by the people in the area. There would be very few if any negative effects on the area.

Jerry and Laura Katell
5558 East Naples Canal
Long Beach, CA 90803

-----Original Message-----

From: Angela_Reynolds@longbeach.gov [mailto:Angela_Reynolds@longbeach.gov]

Sent: Friday, April 16, 2004 9:53 AM

To: VLATYLER@aol.com

Cc: lisa.williams@lsa-assoc.com

Subject: Re: Home Depot,Studebaker and Loynes drive

Hello,

I am the Environmental Officer for the City and will record your comment into the Draft Environmental Report being prepared for this project.

As far as the petition goes, I know there is one being circulated by the residents of University Park Estates. You may want to contact the president of the HOA, Ben Goldberg, 212-6053. Thank you for responding and you will be added to the mailing list. It would be beneficial if you could e-mail me your names and address for the record.

Angela Reynolds, AICP
Advance Planning Officer
Acting Environmental and Community Planning Officer
City of Long Beach
(562) 570-6357

VLATYLER@aol.com
04/15/2004 03:04 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: Home Depot,Studebaker and Loynes drive

Hello Angela,

My boyfriend is a condo owner at Village on the Green on Bixby Village drive where I also reside with him in Long beach very near Studebaker and Loynes drive where the new Home Depot is supposed to take place.

He asked me to contact you regarding this matter. We are both very against the idea of this store taking place in our community, let us know if we can do anything to help stop the construction of it. Maybe there is a petition we can both sign...Let us know.

Thank you for taking this matter in hand.

Sandy Gasseau and Véronique Holmes

vlatyler@aol.com

Robert_Barrett@ea.epson.com
04/15/2004 09:53 AM

To: anreyno@longbeach.gov
cc: stophomedepot@aol.com
Subject: Long Beach Home Depot EIR

Dear Ms Reynolds:

I would like to go on record with my opposition to the proposed construction of a Home Depot (or any commercial business) at this site.

We purchased our home over 20 years ago on Eliot Street in College Park Estates. One of the main reasons was the fact that it was adjacent to one of the few remaining open areas in Long Beach. The lack of traffic and seclusion was a key factor in our decision. We have seen the immediate area grow commercially and the resulting traffic and noise grow with it.

My fear is that traffic and noise as well as undesirable people frequenting the area will just bring the value of my property down. We don't need this business as there are already several Home Depots within minutes from my house that I rarely frequent anyway. As far as a restaurant is concerned. The area has a long history of failed restaurants in the area already. I am also concerned about the condition of Loynes Drive as well as the plan for sewage disposal. The animals that live at the adjacent wetlands will also be adversely affected.

This is bad for my neighborhood, bad for Long Beach and I urge you to consider abandoning this unnecessary project.

Respectfully

Robert Barrett
6328 Eliot Street
Long Beach, CA 90803

J7027@aol.com
04/15/2004 09:45 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot

Angela:

My comments regarding this project is simply that there is far too much traffic in the area as it is. We do not need another Home Depot (or other large retail center) in this area. We are approaching gridlock now. Further, this will undoubtedly have a negative impact on what is left of the wetlands.

Jon Hales
5590 La Paz Street
Long Beach, CA 90803

Karin <karinrice@earthlink.net>
04/15/2004 07:24 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: home depot

Hi Angela,
I've just read about the proposed Home Depot at Studebaker and Loyne
and I'd like to be counted as screaming "NO" at the top of my lungs.
Although I'm in Belmont Heights, I can understand the concerns of the
residents in University Park Estates. There is no way they won't be
impacted by traffic from a new home center. But it's not just the
residents on the east side of town who will have to put up with more
traffic. Anyone using the 7th Street to hop on or off the 605/405
freeways will be affected. And I'm not counting the students from
CSULB who come from other cities. Studebaker, 2nd Street and PCH are
crowded enough without more retail centers in the area. I'll let
those who have more information comment about the environmental
impacts to area around wetlands but I'd like those impacts to be
considered very carefully.

Thanks so much,
Karin Rice
3911 E. 6th St.
Long Beach, 90814

Carmen Gross <carmen.g@ix.netcom.com>
04/16/2004 09:51 AM

To: angela_reynolds@longbeach.gov
cc: slophomedepot@aol.com
Subject: Home Depot

Traffic in the area of Studebaker, PCH and Westminster is so congested
that is it nearly impossible to travel on weekends and late afternoons.

I realize the LB government officials' main concern is paying for the
services "required" by the citizens of the city and the taxes generated
by this enterprise must be very attractive.

But, just once, could we consider "quality of life"?

Carmen Gross
5588 Riviera Walk,
Long Beach, CA 90803

Wendy Munster <wmunster@earthlink.net>
04/17/2004 03:17 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot Center

Dear Ms. Reynolds:

I wish to add my name to those opposing the construction of the Home Depot Center. In my opinion, putting a shopping complex at that location would have a negative effect. Even now, traffic often backs up along Studebaker as people head to and from the freeways. The huge increase in traffic volume from people entering and exiting the complex at that location is sure to cause grid lock and inconvenience both commuters and area residents.

A secondary consideration would be the impact that Home Depot would have on Billings Hardware. It is obvious from the events of the past few months, that this community heartily supports their local hardware store. I would hate to see Billings financial status further affected by the entrance of this big box competitor.

I know you have expressed concern about the traffic impact of such a complex. Please oppose this development.

Sincerely,

Wendy A. Munster

383 Bay Shore Av. #201
Long Beach, CA 90803

"Sylvia Sim" <syisim@adelphia.net>
04/17/2004 04:49 PM
Please respond to syisim

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: FW: stop them

Hi

I am a resident of Seal Beach that lives in College Park. The only entrance into our tract is on the Studebaker off ramp. I have waited as much as 15 minutes trying to get out into traffic. I have complained to Long Beach and they say that it is not their responsibility and that I need to complain to Cal-Trans. Cal-Trans doesn't even answer my calls. If home depot comes to Studebaker and Loynes, I will only be able to vacate or come home before 6 AM or after 9 PM. The traffic is bad now, it will get worse if they open home Depot. I don't know if I have a say in this but put me down as a "NO"

Sylvia Sim
180 Yale Lane
Seal Beach, CA 90740
562-430-7053

"McCullough" <wdmlsm@hotmail.com>
04/19/2004 05:15 PM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Home Depot at Loynes

Absolutely No! Long Beach has made so many poor decisions lets not let this one fall into the same arena. We have an important, though small wetlands there and the site could be developed with open space in mind.

There is no such thing as a site conservative Home Depot nor the amount of traffic it would engender. Nor have I ever seen a landscaped Home Depot. They all look like they landed where a bomb went off so the land was nice and clean with lots of parking!

Sincerely, Linda McCullough 562-433-2376
5900 E. Bayshore Walk
Long Beach, CA 90803

Denise Van Tassel <dvantassel@iopener.net>
04/18/2004 11:14 AM

To: angefa_reynolds@longbeach.gov
cc:
Subject: Home Depot

I have lived on Loynes Drive near between PCH and Bixby Village Road for 14 yrs.

I have witnessed so many enviornmental issues get tossed aside in the name of "progress and capitalism".

We do not need anything on top of wetlands which have been perserved by the City of Long Beach along with your dedicated "Save the Wetlands" employee Lenny Arkinstall.

Lenny along with many others have been working tirelessly with very little money and resources for over ten years to clean up the wetlands so the animal and native plants can survive. How could anyone think of commercially developing that site???

As you know once a site is developed it is forever lost to everyone. There is tons of traffic and all kinds of shops within a mile of here. Costco and Home Depot are 6 miles away. Do we need to be in the center of traffic congestion that would choke the animals and humans with more pollution. A lot of us neighbors leave their windows shut tight at night because of the noise on PCH. I cannot imagine more noise, air and ground water pollution. As it is there are so many accidents on Loynes and Studebaker because of the overcrowding. Also the Marketplace parking lot was not properly installed as cars run into each other all the time.

There is so little open land left why do we not listen to nature and let it remain that way.

The residents in this area suck up enough exhaust fumes from PCH that I cannot imagine being able to breathe much more.

If there is anything I can do, let me know. Sounds like attorneys need to get involved.

Please keep me informed of the status before and not AFTER it is approved.

Thank you,
Denise Van Tassel
6055 Loynes Dr.
Long Beach, Ca. 90803

Djkr44@aol.com
05/05/2004 03:34 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: Home Depot

I hope this is in time of deadline. I just wanted to add my self to the list of very unhappy residents of University Park Estates. I have been to both meetings on this and I know you have heard some concerns we have. I think the biggest concern I have is the amount of traffic and conjection this would cause our neighborhood. We are surrounded with a ton of traffic now, with CSULB and BOING and the entrance to the freeway behind us. My children won't and can't ride their bikes outside of our track due to this. This would only get worse and more dangerous. I have other concerns as well, crime would for sure increase and our neighborhood would be hit the most. Very upset about all of this there must be something better for Long Beach. Janine Ritter 430 Peralta Ave.

" " <angelba10@earthlink.net>
05/10/2004 06:37 AM
Please respond to angelba10

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Re: HOME DEPOT AT LOYNES AND STUDEBAKER

Steve and Angie McCord
6214 Emerald Cove Drive
Long Beach, CA 90803

The comment period ended yesterday on May 5th...however, I will include your communication in our file. If you would like to be on the mailing list regarding this project, please send me your address.

Angela Reynolds, AICP
Advance Planning Officer
Acting Environmental and Community Planning Officer
City of Long Beach
(562) 570-6357

" " <angelba10@earthlink.net>
05/06/2004 03:48 PM
Please respond to angelba10

To: "angela_reynolds" <angela_reynolds@longbeach.gov>
cc:
Subject: HOME DEPOT AT LOYNES AND STUDEBAKER

We are strongly opposed to commerical development at the corner at the corner of Loynes and Studebaker, especially one the scope of a Home Depot with a restaurant and other establishments!!!!!!!!!!!!!! The traffic around this are is already miserable. We already have an abundance of stores such as Home Depot or Lowes. We don't need any more! What we do need is the ability to travel to and from our homes in a reasonable length of time.

Thank you.

--- angelba10@earthlink.net
--- EarthLink: It's your Internet.

Belinda Freeth <bfreeth@freethmoroz.com>
05/05/2004 06:07 PM
Please respond to bfreeth

To: angela_reynolds@tongbeach.gov
cc:
Subject: NOP for Home Depot Project

Please include our comments below regarding the proposed Home Depot project on Studebaker.
We feel this project will have a significant negative impact on the following quality of life issues:

• **TRAFFIC:**

Our neighborhood only has four exits/entries, two of which are unusable at peak hours and weekends because of existing traffic conditions already.

All roads in this area, Studebaker, Loynes and Westminster are congested much of the time already with no ability to turn onto side streets for relief.

During the ten years we have lived in this neighborhood, we have witnessed a significant increase in street traffic noise, air traffic noise and air quality pollution already. The City should be working to improve these conditions, not add to them.

• **AIR POLLUTION:**

Our children attend a school very close to the proposed construction site.

Demolition of existing fuel tanks can cause significant air quality issues and creates a potential cancer risk to all the children and adults who attend and work at Kettering Elementary.

The truck traffic generated by an outlet like Home Depot will further contribute to our already deteriorating air quality.

• **CRIME**

A project like this will increase the number of vehicles and individuals who "accidentally" find themselves in our neighborhood — and therefore make us more susceptible to those looking for theft targets.

Unwarranted traffic will also bring potential danger to our children who live and play in our neighborhood.

• **WETLAND HABITAT:**

Our neighborhood is near an important water and bird habitat that this project endangers. These birds keep other natural elements of our ecosystem in control by eating them. The loss of these birds would have a terrible impact on the issues we live with on a daily basis, like insect control.

Sincerely,
Belinda Freeth
Robert Moroz
340 Linarcs Avenue

-----Original Message-----

From: Angela_Reynolds@longbeach.gov [mailto:Angela_Reynolds@longbeach.gov]

Sent: Wednesday, May 05, 2004 4:15 PM

To: Denise Van Tassel

Cc: lisa.williams@lsa-assoc.com

Subject: Re: Fwd: Home Depot

You won't get a direct response. The purpose of commenting on the Notice of Preparation is for the consultant to include environmental issues you've raised in the analysis section of the draft environmental impact report.

We have your name and address and you will be added to the notification list.

Angela Reynolds, AICP
Advance Planning Officer
Acting Environmental and Community Planning Officer
City of Long Beach
(562) 570-6357

Denise Van Tassel <dvantassel@iopener.net>
05/04/2004 09:46 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Fwd: Home Depot

I HAVE NOT RECEIVED A RESPONSE.

Denise Van Tassel

MFlem007@aol.com
05/04/2004 01:32 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: EIR Comments

Angela Reynolds, Environmental Planning Officer
City Of Long Beach
Department of Planning and Building, 7th floor
333 west Ocean Blvd.
Long Beach, Ca. 90802

We would like our comments included in the Environmental Impact Report for the proposed Home Depot at 400 Studebaker Road and Loynes drive in Long Beach, California.

Our family live in University Park Estates which is the nearest residential area to the proposed site.

1. Our family entertains a great deal in our home and backyard. The night skies will have a substantial glare and light which would adversely effect our nighttime views in the area. Sleeping with lights on will effect our rest. The wetlands will be effected due to what will appear to be daylight all the time.
2. The increased pollution from this development will significantly affect the air we breath each day. Most trucks run diesel fuel which have the highest emissions. Our future air quality will have a potentially significant impact to our health and well being if this proposed Home Depot is developed. The added traffic and congestion will increase air pollution.
3. Our federally protected wetlands will be reduced and or destroyed with this proposed project.
4. We are concerned and alarmed with the proposed waste water. Our waterworks system currently needs monthly maintenance just to handle the existing sewage. Many residence in our area regularly experience problems with their pipes and plumbing backing up into their homes. The waste water disposal systems and sewer cannot handle the proposed Home Depot sites waste water.
5. Pursuant to Government Code Section 65962.5 this proposed Home Depot site would store, transport and potentially create a significant hazard to the public or the environment. We are concerned about the possibility of a fire which would release a toxic mix of hydrogen chloride and other gases into the air from fertilizer, pool chemicals, paint and other hazardous products. This proposed site is near a local elementary school.
6. This sites land use and planning will directly effect our community. We propose a moratorium. Does every piece of land need to be covered over with concrete? We want open space.
7. The noise from this project will increase. We bought our home because of the quiet neighborhood. Deliveries will take place at Home Depot from 1:00 am until 3:30 am. Delivery trucks in the early morning hours will hinder our sleep and cause restless nights which will prevent us from productive days. The increase in ambient noise levels in the projects vicinity will have a substantial permanent impact on the quality of our lives.
8. Public service would be impaired with an emergency due to the increase amount of traffic in the proposed area.
9. Traffic is a major concern for most residences. We are impacted enough now with the existing number of automobiles using Studebaker, Westminster, PCH, and Loynes. If a proposed Home Depot

were developed at this site the current roads would not be able to handle the added vehicles. The quality of living would drastically change; for example: If each car had to wait another 5 minutes each day in traffic that would amount to a minimum of 2 hours each month or 24 hours in a year. Lost time in earnings, productivity, volunteerism, family, friends, physical activity, and overall health in a years time all due to an increase in traffic. (This is probably the best case scenario).

10. The septic tank proposed for the site would store wastewater all day then transfer it during the night across the Loynes bridge. The smell would surely effect our environment both day and night. This projects demand on our sewage systems would adversely effect the residence existing plumbing in University Park Estates and the Mobile Park.
11. We feel this proposal for a Home Depot or any other commercial proposal at this site would cause substantial adverse effects on the quality of our lives either directly or indirectly.

We hope the city of Long Beach will reject this proposal.

Thank you,
Sincerely,
Wade & Marjorie Fleming
6292 East 5th Street
Long Beach, Ca. 90803
(562) 430-8427

Kathie Crawford" <kncrawford@verizon.net>
05/04/2004 11:23 AM

To: "Angela Reynolds" <anreyno@longbeach.gov>
cc: <StopHomeDepot@aol.com>
Subject: EIR

Dear Ms. Reynolds:

We strongly oppose the proposed Home Depot project for the following reasons:

The impact of this development would add greatly to the traffic in this already-overcrowded corridor. The impact has not been realistically measured by the developers and does not take into consideration the potential impact of the Boeing development in nearby Seal Beach. The freeway access, the traffic on Studebaker, Loynes, 2nd Street, and 7th Street are already in tremendous need of relief (if there is any relief possible).

The plan for the infrastructure for this project is inadequate; the sewage plan alone indicated that the developer is certainly not concerned with the impact on nearby neighborhoods. The City of Long Beach should have more concern for a desirable and livable residential area than to consider such a plan. The impact on the neighboring wetlands would be totally negative. This is a time to enhance such an asset as a wetlands area, not to endanger it with air pollution, water pollution, noise, lights, and increased traffic.

This is a time and place for extensive planning to find a use for this property which would fit into the surrounding areas and fit with the potential future developments in the general area.

Thank you for your consideration

Kathleen and William R. Crawford
421 Linares Ave
Long Beach, CA 90803

JWesty212@aol.com
05/03/2004 05:48 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: Home Depot

Dear Ms. Reynolds:

I am a 42 year resident of Long Beach and currently reside in Frank Colonna's District south of CSULB in Spinnaker Cove. As a resident homeowner, I would like to make it known that I oppose this Home Depot project (or any other project of this type) for the subject location at Studebaker and Loynes Streets. The traffic is already severely congested and the noise pollution also. The air quality suffers, and would suffer even further with the additional car and truck traffic. There are several home remodeling stores and warehouses close by, so I see no need for another one at this location and so near to some large quality suburban housing areas.

In summary, I do not believe this is a suitable area or location for this industrial type of retail use, or any use that increases or negatively impacts traffic or noise.

Thank you.
Respectfully,

Julie Westervelt
Homeowner
Long Beach

"HELEN AVELINO" <happyave@msn.com>
05/02/2004 11:07 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: STOP HOME DEPOT

I AM A RESIDENT OF BIXBY VILLAGE TOWNHOME COMMUNITY IN THE VICINITY WHERE THE HOME DEPOT IS PROPOSED TO BE BUILT. I MOVED INTO THE AREA 4 YEARS AGO AFTER LOOKING IN VARIOUS AREAS IN L.A., PASADENA AND ORANGE COUNTY FOR A TOWNHOME COMMUNITY. ONE OF THE DETERMINING FACTORS IN MY DECISION TO MOVE IN THIS AREA IS THE FACT THAT IT IS NOT OVERLY SATURATED WITH STRIP MALLS AND SHOPPING CENTERS---IT IS QUIET AND THE TRAFFIC FLOW ON LOYNES AND STUDEBAKER IS TOLERABLE. I SUFFER WITH NUMEROUS ALLERGIES AND SINUS PROBLEMS AND THE ENVIRONMENTAL IMPACT ON AIR QUALITY WILL BE TREMENDOUS. WE DO NOT NEED TO USE EVERY INCH OF LAND AVAILABLE AND BE ON TOP OF EACHOTHER LIKE CRABS IN A BARREL. THERE ARE MORE THAN ENOUGH HOME DEPOTS WITHIN A SHORT DRIVING DISTANCE TO SERVICE THE COMMUNITY.

I AM TOTALLY OPPOSED TO THE BUILDING OF ANOTHER HOME DEPOT IN THE AREA AND WILL CONTINUE TO SUPPORT THE "STOP HOME DEPOT" MOVEMENT.

H. AVELINO

purseglove <purseglove@earthlink.net>
05/01/2004 08:33 PM

To: <anreyno@longbeach.gov>
cc:
Subject: home depot park estates

Dear Ms. Reynolds,
I am a resident at 6316 E. Colorado St. and I am concerned about the impact a business such as Home Depot will have on our community. I realize that the land has been purchased. I would like to suggest that perhaps a retirement community be considered for that area. A retirement community would in my opinion bring less traffic and congestion to the area.

Sincerely,
Yolanda Purseglove

Robert Stewart" <stewartr@surfcity.net>
05/12/2004 01:26 PM

To: <anreyno@longbeach.gov>
cc:
Subject: Studebaker/Loynes Home Depot Project

Dear Ms. Reyno:

I am writing as a concerned homeowner who would be directly effected by the proposed Home Depot project located adjacent to my neighborhood. I attended the scoping meeting in April and while I am initially opposed to the project, as a realist I know that the developer is not intending to lose money on the property and if denied this project, could potentially put in place something much more offensive.

My house is located at the corner of 6th St. and Silvera, directly across from Kettering Elementary school. We have lived at the location for about five years and have seen and heard many accidents on 7th St. Additionally, at the intersection right outside our house there is a stop sign at the T intersection. However cars coming off eastbound 7th routinely blow right through the intersection. I have called the police on a few occasions and encouraged them to put a traffic officer at the corner and write tickets all day long. On a few occasions the Police have complied but it is still a BIG concern as I have two young children, both of whom go to Kettering and both have had near misses with cars frequently not even slowing down for the stop sign.

My concern with the project is that traffic would only increase exponentially on 7th St. and encourage people to cut through our neighborhood to get to the proposed center or avoid Studebaker altogether. My proposed solution to this (and I have discussed this with several of my neighbors) is to close off the entrance from eastbound 7th St. onto Silvera but still allow an exit onto eastbound 7th from Silvera. This would discourage people from cutting through the neighborhood and still allow traffic from Kettering, etc. to access eastbound 7th and the Freeways.

Although I still am concerned with the overall project and the potential increase in traffic, pollution and noise, I would be willing to support the project if University Park Estates were protected and hopefully my recommendation would be adopted.

I thank you for your consideration and would welcome and questions or comments you might have.

Robert Stewart
6287 E. 6th St.
Long Beach, CA 90803
(310) 428-7713 - Voice/Cell
stewartr@surfcity.net - E-mail

"Jennifer" <jccameron@charter.net>
04/19/2004 09:18 AM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Proposed Home Depot Project

Dear Angela,

I am opposed to any development of a Home Depot adjacent to the Los Cerritos Wetlands. The wetlands serve as a home to a vital tidelands community that hosts many shore birds and endangered aquatic plants. I'm stunned that the city would even consider building such a noisy, high traffic development next to this area.

I was unable to attend the evening meeting but urge all the governing bodies to have a tour of the area to see the bird life. It looks like vacant land, but driving by the area daily I see Red Tailed Hawks, Western Meadowlarks, not to mention scores of sandpipers, marbled godwits, dowitchers, (etc.)....that feed along the banks of the waterway.

Plases put me on any mailing/notification list regarding this project so I can stay better informed.

Thank you,

Jennifer Cameron
65 63rd Place
Long Beach, 90803

"Ardoth Carr" <aacarr@earthlink.net>
04/17/2004 03:55 PM
Please respond to "Ardoth Carr"

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Studebaker Home Depot

We would like to express our strong objections to permitting Home Depot to put in a large store complex on the tank farm site on Studebaker.

Traffic, crime, noise, air quality, sewage disposal, & damage to the wetlands are a few of our objections.

Sincerely,
Harry & Ardoth Carr

-----Original Message-----

From: Blumenthal, Joe L SOPUS
Sent: Wednesday, March 31, 2004 1:46 PM
To: 'Frank_Colonna@longbeach.gov'
Cc: 'u2radahl@aol.com'
Subject: Home Depot Scoping Meeting
3/31/04

To the office of Frank Colonna :

As I am unable to attend the "scoping meeting" for the proposed Home Depot and associated retail project at Loynes and Studebaker, I would like to make my concerns known for inclusion to the scope of the study of this project.

First, I am against this development for many reasons, but I would like to at least communicate my concerns to be included for input at the meeting that is scheduled on April 7th at Kettering Elementary School. If this is not the correct forum for those concerns, please let me know so that I can address them otherwise. My concerns are as follows:

A LBReport.com March 21, 2004 report states that the project will require a Conditional Use Permit (retail trade in the IG (General Industrial) zone), Local Coastal Development Permit and Standards Variance. I understand exceptions need to be made occasionally, but not in this case. The zone is General Industrial, and not retail, and as an area resident I'd like to keep it that way. A Standards Variance seems to also be necessary, and again, even though I don't know the details of this, our standards are put into place for a reason and I see no reason to issue a variance so this development can occur.

The LBReport.com report also states that part of the scope will include a traffic study. This certainly is appropriate.

Driving experiences around other large retail areas suggest to me that turning left from Palo Verde on to Loynes will become far more difficult than it is now, and will undoubtedly require a change to an unwanted right turn only or yet another traffic signal. Neither one is a desirable option for me. And as well, turning left from Loynes onto Palo Verde is sometimes difficult now as it is during rush hours, but added traffic will make it extremely difficult, especially so if there is straight through traffic coming out of the proposed retail area.

It is my experience that the majority of rush hour traffic south bound on Studebaker at Loynes makes a right turn on Westminster, and the majority of that traffic continues through towards Belmont Shore. These are both very heavily congested areas during rush hour, and if you add into that more traffic from a large retail area, then it will certainly make that area one to be avoided, leaving even more people to opt for the Loynes route through to PCH and the surrounding area. And because the majority of traffic travels this route, continuing Studebaker through to PCH won't alleviate the situation.

The noise from the increased traffic on Loynes will certainly disturb my peace of mind and enjoyment of both the inside of my house and especially my back yard. I moved to this neighborhood because of the location and quiet. It is a nice and quiet neighborhood, and the noise from increased traffic on Loynes, which will no doubt include many heavy work and delivery trucks travelling back and forth to PCH, will change that significantly. You don't need a study to figure that out.

I question what the increased traffic, including the inevitable heavy work and delivery truck traffic, will do to Loynes physically, driving wise and safety wise. This roadbed is not stable, and apparently never has been. I've seen it sunken and fixed and sunken and fixed many times in my years in Long Beach, and it is sunken again after only a year or so from the last time it was fixed. I believe the increased heavy traffic will turn this road into a 3rd class road unsuitable for driving in shorter and shorter periods of time requiring constant repair and reconstruction.

I question what the increased traffic will do to the underlying ground structure that surrounds the roadbed on Loynes. Considering how unstable Loynes is now, will the increased traffic, especially a heavier traffic, cause whatever it is that makes Loynes so unstable now to spread to the area underlying our houses? This worries me a lot. Apparently the area underlying the houses in the area is pretty stable at this time. Certainly as compared to the road, but we are right next to the road, and if this lack of stability spreads, it could be disastrous for us. Could this change the out gassing properties of the underlying earth and fill surrounding Loynes so that the deadly gasses now managed are no longer manageable, or manageable at what cost?

I question what the increased heavy traffic will do to the bridge that spans the channel.

I question the noise and mess of site preparation and construction of this area. The tank farm will need soil remediation, I'm sure. The remediation efforts and construction would require big rig truck after big rig truck after big rig truck to travel either Loynes or areas already congested during busy hours. And no matter the requirements set on the companies involved they are still going to make a large, noisy, dirty mess during the process. Experience tells us this.

The proposed parking area: I would like to see the proposed parking area reviewed for fitness in today's context. I'm not sure if the parking space requirements have changed lately, but if they haven't changed in the last year or so, then the old requirements are obviously out of date. Any of the NEW parking lots I've been in for the last couple of years, and there have been several, are grossly out of touch with the reality of what people are driving today. The lanes are not wide enough, the spaces are not wide enough, and the spaces are not long enough for today's cars, trucks, and SUV's.

I question what the rain water run off from the roofs and parking area will do to the water quality in the channel and bay area. There would be a significant amount of oily runoff from an area as large as the proposed map, I'm sure.

Nighttime light pollution. I'm not sure what a sensitive receptor is, but I have a good view of the Eastern sky at night now, and I enjoy star watching in the evening. It is one of the few areas in the city where you can actually see stars. A large retail area with the resulting lights will significantly effect my nighttime viewing, and certainly take this from my family and neighbors.

There is no mention of noise to be included in the scope. Outside public address systems from restaurants calling parties to their table, pages for help in the lumber area or whatnot, phones ringing so they can be heard from far away. These and other unknowns from 45,000 square feet of "to be determined later" retail establishments can be very disturbing at night and during the day too. A lot of people work other than 9 - 5 and need to sleep during the day or go to bed very early evening. Secondly, we read the Press Telegram except when out of town and all of our mail. I was quite surprised to find a meeting was going to take place without any prior notification, that I am aware of, to the neighborhood. Was there a notification that I missed? This would be a very important meeting for residents in our neighborhood, and of the few neighbors I've talked to, no one had heard about it if it were not for another neighbor passing out information on the topic. This does not sit well with me.

Regards,
Joe Blumenthal
6252 Vista

University Park Estates

May 2, 2004

Angela Reynolds
Environmental Planning Officer
c/o city of Long Beach
333 West Ocean Blvd., 7th floor
Long Beach, CA 90802

RE: OPPOSITION TO NOTICE OF PREPARATION

Dear Ms. Reynolds,

These are some of the concerns expressed to the U.P.E.N.A. board members and is an attempt to compile the opinions of many who have attended recent meetings.

I AESTHETICS (All responses follow the numbers and letters in the N.O.P.)

a) Potentially significant impact.

The conclusion of 'NO IMPACT' is arguably false. The developers have already removed a long row of beautiful adult trees and large screening hedges which blocked the communities' view of the storage tanks from the adjacent park, neighborhoods, streets and wildlife preserve.

Thousands of migrating and nesting birds used to enter and exit the canals and estuary connected to this parcel from the demolished vegetation. Large and small nesting species have already been displaced. Sub-species and their vegetation born food sources have been eliminated. The number of nesting and migratory birds and their related species have already diminished and an extremely sensitive ecosystem has begun to be disrupted. Nothing is more beautiful than the symphony of nature. Tragically, the stage has already begun to shrink.

The assertion that 'no scenic vistas are adjacent to this site' calls the veracity of this entire document into question because this assertion is patently false and arguably biased in favor of the developer. The proponents of this document must not have visited this site or are legally or aesthetically blind. The view looking South includes the beautifully forested bluffs of Seal Beach and the vast groves of Gum Grove Park. The view West is one of the most beautiful views in this area.

This adjacent area includes panoramic views of the wide horizon which are now very rare in this town, it includes a multi-million dollar view of the sunset over the canals and wetlands which are commonly enjoyed by tourists, visitors, photographers, naturalists and our entire community. These scenic vistas include vast stands of native vegetation and raw land. The view immediately West of this site is one of the precious few remaining examples of native California before it was fully urbanized.

The view to the North includes that of gorgeous Channel View Park, the Bixby mansion and the Los Cerritos channel.

This channel supports our rowing center, fisherman, pleasure boats and a vast number of wild species. Mating seals have recently returned to this area and have been observed from Kettering Elementary School and the park which is immediately adjacent to the proposed project.

A cursory review of photographs of this area must lead a neutral fact finder to conclude that if these are not scenic vistas, such vistas do not exist. The pro-development bias of such assertions is palpable and must be disregarded or viewed with the utmost of suspicion.

I b) POTENTIALLY SIGNIFICANT IMPACT;

The aforementioned trees and hedges have already vanished. Removal of the remainder is described in the plans. Has this area already been negatively impacted in a common developers trick to "Ugly Up" the site by exposing its negative aspects?

The trees removed and the remainder which will eventually disappear are visible from State route One as well. The assertion that there are 'no scenic resources in the vicinity of the project' is absurd and is an intentional misrepresentation of known facts.

I c). POTENTIALLY SIGNIFICANT IMPACT;

The analysis on page 23 at 1c states that 'the project site and surrounding area is characterized by industrial uses', however, this is only half true. This project would stand only three to four hundred feet away from the South-East corner of University Park Estates. This community is among the most affluent in Long Beach. Home values presently range between \$600,000 to \$950,000 dollars. The cumulative family net worth of the approximately 450 homes in this tract alone is estimated to be between \$750 million and \$1 Billion dollars. This area is only partially industrial. It is mostly high-end luxury homes and wetlands.

Sentence two again erroneously states that "there is no scenic resources in the vicinity". This again mistakes the true facts. Please review the aforementioned analysis concerning Sections I a) and I b) which describe the vast scenic resources immediately adjacent to this proposed project. The existing visual character has already been degraded by the removal of large stands of adult trees and the removal of large, tall and thick privacy hedges. We steadfastly disagree with this sections flawed conclusion of a 'Less than Significant Impact'.

A clearly foreseeable degradation of the surrounding area is a virtual certainty. The proposed home center, restaurant and related retail will be bordered on the North and South by huge canals which drain into and feed the State and federally protected 'Los Cerritos Wetlands'. Thousands of vehicles per day will leak oil and ethylene glycol onto freshly oiled asphalt. Their residue and others will begin routinely harming the adjacent wildlife area as it exits the area through surface drains. The quantity and quality of the areas wildlife will continue to decrease.

Tons of trash per year may be carried by the prevailing winds which are higher than average due to this projects coastal proximity. The canals could turn into huge trash receptacles for air borne debris of all sorts.

The negative aesthetic effect of a huge building materials center must include an analysis of the ever present problem of discarded construction debris. Contractors routinely dump at or around their material source. Home Centers usually lock or fence their dumpsters so broken toilets, dead water heaters, old appliances and every other kind of discard begin being illegally dumped in the surrounding area. This aesthetic detraction is irrefutable.

Residents recently had to call the City for four months just to have one discarded 'range top' removed from the South side of Loynes Drive. A small portion of the surrounding area was a City dump five or six decades ago. It would be tragic to see many very visible portions of the surrounding streets, open land and residential areas returned, to any extent, to a dumping ground.

Ask a seasoned contractor who has had his first job in an unfamiliar area, how to quickly find a building center. "You just pick up the trail of construction debris and the more you see, the closer you're getting".

I. AESTHETICS

d) A potentially significant impact incapable of mitigation is anticipated. The N.O.P. states erroneously that 'there is a sufficient distance between the project site and the nearest sensitive receptors so that any potential impacts are expected to be less than significant'.

Three or four hundred feet from an approximately \$800,000 home is not a 'sufficient distance' in the opinion of the adjacent homeowners or their neighborhood association.

This entire section of the long since abandoned tank farm has, from Loynes Drive South to Westminster Ave, been unilluminated for decades. High intensity site and perimeter lighting will bath the immediately adjacent luxury homes and State protected wetlands from dusk until dawn. Unless these lights are shut off at sunset, or, at the close of business, which is highly unlikely, their negative effects are incapable of mitigation.

Dozens of residents will be forced to close their blinds at night in order to sleep. Property values will decrease, adjacent sections may 'go rental'. Residents will no longer go to sleep with the blinds open to awaken by sunrise. A continuing nuisance will plague the area for decades to come.

Residents and visitors presently treasure their view of the sunrise, sunset, evening stars, the Moon and a magnificent array of astronomical events. Such views will be permanently diminished or eliminated by the radiant glare of this proposed projects illumination. Such effects cannot be effectively mitigated and it is a virtual certainty that the signage and outdoor illumination will be visible for miles at night.

One must also not ignore the severe impact that constant illumination will have upon the local biology, especially that of the Los Cerritos Wetlands. Experts have been consulted and their professional opinion shall be forthcoming.

Present consensus is that the delicate biological balance will be irreparably harmed. Sensitive ecosystems and food chains will vanish as the normal cycle of day and night ends. Biological, Environmental and other experts agree that the constant glare of high powered site illumination, signage and every present vehicles, will, severely impact a vast number of resident species. Thousands of rare or protected creatures will simply move away or perish.

II AGRICULTURAL RESOURCES;

GENERAL OBJECTIONS

We respectfully disagree with the conclusion of 'No Impact' and contend that the analysis supporting it is factually flawed. The authors of this document again display little or no knowledge of the surrounding areas and their history. Is it mere oversight or intentional obfuscation slanted in favor of the developer?

One of the Federal Governments largest California farms is a mere one or two minutes drive from this project within the borders of the Seal Beach Naval Weapons Station. This food source for our brave seamen, soldiers and civilian workers is merely seconds down wind on your average day, given the prevailing winds. Air borne hazardous materials, if present, and continuing pollution, may affect existing and future agricultural uses if they rain down upon this unique farmland. The appropriate agency is not even upon the list of those notified. Past employees and independent contractors have revealed that this project area allegedly contains large quantities of many toxins including Asbestos, P.C.B.'s, Heavy metals including Lead and Ferrous oxides. A prior plant manager stated that these materials, and others, had been 'turned under' on the premises for decades before the E.P.A., and that, the ground over there is hot!'. Shall graders and earthmovers be allowed to disturb the existing hard packed crust which may safely entomb these hazards? Do these hazards in fact exist? Shall toxic dust, if present, be allowed to be broadcasted throughout the adjacent retirement community of more than 9,000 residents and then onto a huge farm? Shall the immediately adjacent schools, neighborhoods and wildlife areas suffer a similar fate? This paragraph refers to State maps, were Federal maps consulted?

Or is a 2-1/2 mile long and about 1 mile wide parcel which has routinely produced crops for over sixty years not a farm? Again we must question the veracity of this document for it seems entirely possible that farm land may be impacted.

Also ignored is the adjacent Seal Beach Leisure World Horticultural center in the North West corner of this quiet community. Hundreds of seniors eat vegetables and fruits grown only seconds down wind from this potential hazardous materials site. These fine individuals were kept totally in the dark about this proposal until representatives from University Park Estates contracted Leisure World's retained counsel, William A. Williams of Pray, Price, Williams and Russell, in Long Beach, CA.. Mr. Williams, Bill Norang and the Golden Rain Organization are now being briefed about these and other concerns.

Administrator B. Norang was very concerned stating angrily; "Why weren't we notified"? "Give me the number of the Home Depot representative", "I am going to call him right now!"

Seal Beach Mayor Patty Campbell is quoted in the 4-29-04 issue of the Leisure World News saying; "Every now and then we see a project that boggles the mind", continuing; "It is almost comical".

Agricultural resources and their possible contamination is only one of many concerns. We also must remind the proponents of this N.O.P. that there are hundreds of edible gardens full of fruits, vegetables and culinary herbs in the residential areas surrounding this proposed project. They too, feed hundreds and may be negatively impacted.

Again, the analysis erroneously states that 'the project site and surrounding areas are characterized by industrial uses'. This is not true. The surrounding area is mostly a huge retirement community of more than 6,500 homes, raw land, the Los Cerritos Wetlands, University Park Estates, Kettering Elementary School, Island village and other beautiful surrounding neighborhoods.

Also, this N.O.P. erroneously describes beautiful Island Village as a 'Trailer Park' on its plot map. Such flaws must not be ignored for they are material misrepresentations of known facts.

III AIR QUALITY; N.O.P. Pg 24

GENERAL OBJECTIONS

Cool, clean refreshing ocean air is of critical importance to this entire area. It is one of the prime reasons why tens of thousands of people pay between roughly four hundred thousand to around ten million dollars per home. Many people visit this part of Long Beach, Seal Beach and Los Alamitos simply to enjoy our relatively clean, fresh air.

Sadly, the last decade has seen a significant diminution of this precious local asset. To many, a sacred trust has been violated by relentless, high density development and its attendant negative air quality impacts upon this coastal community.

Upon interviewing long time residents you'll find a common story. Ten years ago you could smell the salty ocean air almost every night during the warmer months. Today you may smell it once a week, if at all, and your eyes itch and burn much more often.

During this period, hundreds of new homes have been built East of the Long Beach Marine Stadium and West of Pacific Coast Highway. Thousands of additional vehicle trips per day have noticeably and adversely impacted this areas air quality.

Thousands of square feet of retail space have been developed or redeveloped. Marina Pacifica's redevelopment has attracted thousands of additional vehicles and their pollutants per day. Adjacent communities can smell the difference. Many condemn or question the wisdom of such high density urbanization. They long for the lost oxygen that forces our precious children and sacred elderly to breathe a little harder with each breath, but the permits issue, and, the building goes on.

A new high density commercial use recently came in at 6500 E. Pacific Coast Highway on the West side. 'The Marina' shopping center has similarly added thousands of additional vehicles and their emissions per day to an already overburdened air district. The resulting traffic congestion exacerbates the problem by increasing the idling time, number of starts and stops and total vehicle count. These are just 3 of the most offensive prime factors in determining net emissions.

It does not take an elaborate scientific study to quantify the net effect. Local air quality, on average, has declined dramatically during this decade of expansion. Astute long time residents are not easily fooled, for, 'The nose knows'. We neither need nor desire more pollutants and carcinogens.

Take for example the air quality impact of the recently built 'In and Out Burger' at the intersection of P.C.H. and Westminster Ave. Most people love their burgers and welcomed them to our area. However, their French fryers can be smelled, at peak hours, over one mile downwind at the Northernmost end of 'Channel View Park'. What concerns many is that the innocent children playing at the adjacent Kettering Elementary school often smell the French fries, but, not the exhaust emissions from the patrons idling autos. Granted it is a small example, but it shows how far the negative air quality aspects of this huge proposed project may travel.

One need only consult the public record to learn of the violations and fines levied upon the A.E.S. power generating plant on Studebaker Road.

Edison, the prior owner, had abandoned several generators in place over the prior decades. Their employees and representatives had assured generations of neighbors and their representatives that they were never to be rebuilt for cost and environmental reasons. Thousands of home purchasers over the last fifty years have bought in reliance upon the same representations.

Developers, realtors and local representatives assured purchasers throughout East Long Beach, Seal Beach and Rossmore of the same urban development plan; "This entire area is zoned and planned for quiet, high end luxury homes, and, the power plants will be phased out, zoned away and relocated." Unfortunately, the opposite was true and our air quality has suffered enormously. Adding more high density commercial uses will only cause the condition to go from bad to worse. Presently, the abandoned tanks emit no emissions, generate no traffic or noise and radiate no light or glare. In a way, to many, they are perfect neighbors. For years, the tank tops have also hosted hundreds of nesting birds as well.

Since A.E.S. International purchased the generating plant, all generators were rebuilt and now run almost continuously. Frequent white, grey and black smoke fans out for miles depending upon the wind direction.

A.E.S. representatives and employees have assured the surrounding communities that 'state of the art electronic controls have replaced prior systems which were as antiquated as a 'Model 'T' Ford'. We have also been told that the A.E.S. and the L.A.D.W. & P. 'Haines' plant are harmless. Many long time 'locals' have long feared otherwise. The number of ocean fresh, "I can smell the salt water" days become rarer and rarer. Again; "the nose knows". Shall additional high density commercial uses render such pleasant air days a monthly or semi-annual event? Must children hear their elders lament and long for the days past when you could smell the ocean air almost every night?

We respectfully request that all parties considering this project review the newspaper articles and regulatory findings which describe the record fines for N.O.X. and other emissions. Please recall and review the recent mass demonstration and national media coverage concerning this plants appearance upon a list of the worst offenders in California. Please do not overlook the 'ferrous oxide' controversy when weighing how much worse you desire this areas air to be.

We request and desire a comprehensive long term air quality study and hereby notify you that a private investigation surrounding this A.E.S. facility and other large emissions sources is being discussed.

Evidence from past and present employees, independent laboratories, various professional experts, residents and their counsel, is being sought and analyzed. We hope that our fears are unfounded, but, patio furniture and fresh paint jobs get a dark residue very quickly around here.

III AIR QUALITY, N.O.P. Pg 24

SPECIFIC OBJECTIONS TO ITEMS b), c), e)

b) Thousands of additional truck and vehicle visits per day will without question contribute substantially to the existing air quality violations.

c) This project will result in a cumulatively considerable net increase in criteria pollutants because the presently abandoned tanks generate no vehicular traffic and emit no pollution. Furthermore the type of vehicles attracted will be primarily large diesel vehicles and construction vehicles of all ages and sizes. The exhaust emission standards on the bulk of this centers customer vehicles are greatly relaxed or non existent. One exempt' truck from sixties can emit over ten times more exhaust pollutants than one modern automobile. The cumulative effect of the relaxed E.P.A. and C.A.R.B. rules for trucks and commercial vehicles must not be ignored for the patron traffic is atypical when compared to your average commercial use.

e) 'Odors' will be a problem in the opinion Tom Le Brun, the City Sanitation Engineer for this area. Odor will become a problem once the high pressure sewerage enters University Park Estates because no odor control system is at the connection to the existing line. He predicts that we will smell it. Others foresee manhole covers being blown off. Experts suggest that installing a new sewer line down Studebaker Rd. is the only effective means of mitigation.

IV BIOLOGICAL RESOURCES N.O.P. Pg 25

GENERAL OBJECTIONS

We contend that this parcel of land should be rezoned in order to come under the jurisdiction of our local Coastal Commission. One of several reasons, which shall be forthcoming, is that the water ways on the North and South side of this parcel are directly connected to the State protected Los Cerritos Wetlands. A river of abundant life exists on both sides of this proposed project and significant aspects of this parcel are coastal and riparian in nature. We are presently investigating whether or not this truly unique parcel deserves special status. In many ways, it serves as the head waters of a very delicate ecosystem.

SPECIFIC OBJECTIONS N.O.P. Pg 25

IV a) The opinion of local experts is that this project will have a substantial adverse effect upon many species connected by the canals. We are informed and believe that candidate, sensitive or special status species will become known upon thorough analysis

IV b) A substantial effect upon riparian or sensitive habitat concerns a huge number of people in this area. Again this parcel is adjacent to a very sensitive ecosystem and connected to a 'wetlands' area by two canals.

The N.O.P. states that the channel banks may provide "limited and degraded habitat for wildlife". Actual inspection proves otherwise. This entire area is teeming with wildlife and much of their food comes from the banks of these channels.

IV d) This section concludes that this site is in a fully urbanized area. Again, it is only partially urbanized. Raw land and wetlands typify much of the area.

Many are also aware of the important part this area plays in the migratory path of many animal species. Whether or not it is 'crucial', is subject to debate. A well established pattern of bird migration has been observed for years.

V CULTURAL AND PALEONTOLOGICAL RESOURCES Pg 26

GENERAL OBJECTIONS

According to Indian studies experts at C.S.U.L.B., the Puvungna Village once covered the hills where the V.A. hospital, C.S.U.L.B. and Bixby Hills now reside. This entire area is full of historical, archaeological and paleontological resources.

For over ten thousand years, the Tongva Tribe, the Gabrielino Tribe and the Juaneno Tribes thrived throughout this entire area. Their history and culture must be preserved and respected.

The old Helman Ranch within Gum Grove Park is a short distance away. This area is full of Indian gravesites and human remains. It is entirely possible that this area is as well.

More than one person has heard stories about ancient bones and artifacts on and around this site.

We request that the repatriation committee at C.S.U.L.B. be formally notified in writing of any planned excavation.

The issue of whether or not there are any recognized sites will continue to be investigated.

VIII HYDROLOGY AND WATER QUALITY

Many of this areas concerns about water and water quality were discussed under the Aesthetics section because this project has the potential to significantly impact this resource during construction and operation. The harm to the adjacent waterways and wetlands seems unavoidable, thus, a negative aesthetic impact is foreseen.

Many do not believe that the best management practices incorporated to address pollutants will be adequate. Many feel that it is not feasible to adequately minimize these potential impacts. We are consulting experts and investigating.

In the past, water quality experts have told many that the Los Cerritos Channels contain the cleanest inland water for about fifty miles in one direction and over eighty miles in the other. Many would like to see it stay that way.

XI. NOISE N.O.P. Pg 34

A significant increase in noise levels which will be incapable of mitigation has got hundreds and hundreds of people very upset. Over and over again people have exclaimed that, "the traffic and the noise will be terrible."

People foresee hearing the horns of diesel trucks over a mile away. Thousands of additional vehicles per day will permanently render quiet neighborhoods far less quiet. Home centers are among the noisiest retail uses due to the much higher than average number of trucks and commercial vehicles they attract. This use seems wholly incompatible with the overall theme of the surrounding areas.

Such stores are often stocked at night and sleep disturbances seem unavoidable.

Also, in fairness, this dramatic increase in noise must be viewed in the context of an already significant increase in noise since the A.E.S. Plant was rebuilt.

Now that the formerly abandoned generators closest to University Park Estates are running again, there is an almost constant array of sounds. A quiet roar similar to that of a freeway in the distance is almost always present now. Also, an annoying 'outboard motor with out a muffler' sound comes and goes throughout the day and night. Humming and hissing sounds have also become quite common.

Neighbors report difficulty sleeping, others lament not being able to hear the crickets and night any more. Chirping birds have become harder and harder to hear in many areas because there is now an almost constant background noise. Adding a lot more noise will be too much for many residents to bear. Again, the present tanks emit no noise and generate no traffic.

Other common concerns include; property values will diminish, the rate of property value appreciation will slow, large numbers of impacted homes will go rental, retirees and others will receive a mandatory 5 or 6 A.M. 'wake up call', public announcements will be heard in Leisure World, Island village and University Park Estates, and, wildlife will be displaced from the Los Cerritos Wetlands.

Noise causes stress, the threat of impending noise causes stress, many agree that a huge portion of Council district 3 have not been this upset since there was proposal to turn 7th Street into a Freeway. That too, was a bad idea.

XIV RECREATION N.O.P. Pg 37

A potentially significant impact is foreseen by many people. Hundreds if not thousands of additional vehicles per day will drive by at least ten recreational facilities which do not appear on upon the maps attached to this N.O.P. Were they negligently or intentionally overlooked?

Does anyone truly believe that placing a high density shopping center less than four hundred feet away from the entrance of Channel View Park will have 'no impact'? If they do believe this they are definitely in the minority, so many people have said; "It will ruin this park!"

With vehicles come people, with people comes use, with use comes accelerated physical deterioration. It seems clearly foreseeable that there will be an impact upon; Channel View Park, Kettering Elementary School, the jogging path along the Cerritos Channel between 7th Street and Anaheim road, Hill Middle School, Fincher Elementary School, Eldorado Park, the Marathon and Bicycle path on the East side of Studebaker Road in front of the proposed project, the Bixby Village golf course, Marina View Park, Marine Stadium and the Colorado Lagoon. All of these facilities are upon common pathways to and from this proposed project. A significant impact seems unavoidable.

XV TRANSPORTATION/TRAFFIC N.O.P. Pg 37

To quote the honorable Vice Mayor and Councilman for the Third District of Long Beach Frank Colonna at the 4-19-04 meeting of the University Park Estates neighborhood Association; "In my opinion, the E.I.R. will be negative on the traffic issue, along with environmental issues and this will not be approved." He continued; "Traffic is a constant problem around here and we're stuck with it for now." He continued stating that; "The intersection of P.C. H. and Westminster Avenue is already the busiest intersection in L.A. County."

In the Long Beach Press telegram the following day he again stated: "I am very much concerned about the traffic" surrounding this proposal.

These comments speak admirably to a major concern of the vast number of people for miles around. People simply do not believe that this area can stand an enormous increase in traffic and that the benefits of this proposal are far outweighed by its burdens.

Respectfully submitted by the University Park Estates Neighborhood Association
on behalf of its Board and its members.
6300 Vermont Street
Long Beach, CA 90803

ANGELA REYNOLDS
ENVIRONMENTAL PLANNING OFFICER
DEPARTMENT OF PLANNING

MS. REYNOLDS.

I CAN'T BELIEVE THE CITY IS CONSIDERING
ALLOWING A HOME DEPOT AND OTHER RETAIL STORES
AT THE STUDEBAKER, LOYNER INTERSECTION.
ITS OBVIOUS YOU HAVEN'T DRIVEN DOWN STUDEBAKER
AT THE PEAK TRAFFIC TIMES. ITS HORRIBLE,
IT IS THE MAIN ARTERY FOR PEOPLE ARRIVING AND
LEAVING THE EAST LONG BEACH AREA.

AS THE ENVIRONMENTAL OFFICER, I HOPE YOU ARE
CONCERNED WITH THE WETLANDS ACROSS THE STREET,
AND ALL THE ATMOSPHERIC PROBLEMS DEVELOPED
BY ADDITIONAL CAR TRAFFIC, NOT TO MENTION
THE TRAFFIC MESS.

LONG BEACH DOESN'T NEED ANOTHER SHOPPING
CENTER! PLEASE DO NOT RECOMMEND THIS
NEW DEVELOPMENT, WE DON'T NEED IT.!!

SINCERELY,

Leon Crawford

56 SEACREST COURT,
LONG BEACH, 90803

April 3, 2004
381 Margo Ave.
Long Beach, CA,
90803

City of Long Beach
Angela Reynolds, Environmental Officer
333 W.Ocean Blvd. 7th Floor
Long Beach, CA, 90802

Dear Ms.Reynolds:

We want to strongly protest the building of a large commercial development at the intersection of Loynes and Studebaker. There is already heavy traffic on these roads going to and from the 605 freeway . Just improving these roads to a practical size would be environmentally disastrous to the neighborhood and to the marsh area we were hoping would finally be restored. It's hard to imagine the damage the traffic using these roads would then create.

Sincerely,
Charles and Helen Bopp

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

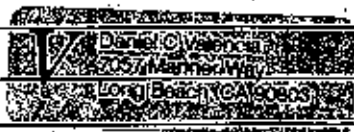
PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, _____

I AM STRONGLY OPPOSED TO THE BUILDING OF THE PROJECT DUE TO EXCESSIVE NOISE AND AIR POLLUTION DUE TO THE INCREASE IN TRAFFIC. THE BOEING PROJECT PLUS THIS PROJECT WILL MAKE AN UNBEARABLE PROBLEM, PRESENT TRAFFIC IS BAD NOW!

THIS PROJECT IS NOT NECESSARY WE HAVE TWO HOME DEPOTS NEAR TO THIS AREA I FEEL LONG BEACH HAS ENOUGH OUTLET & CHAIN STORES. WE NEED MORE QUALITY STORES WE HAVE ENOUGH WAL-MART'S & HOME DEPOTS

Please provide your mailing address below.



☒ Check the box if you wish to be added to the EIR notification mailing list.

DANIEL VALENCIA

Please print your name above

4/13/04



To: City of Long Beach
Angela Reynolds
Environmental Officer
338 W. Ocean Blvd. 7th Fl.
Long Beach, Ca 90802

We are truly concerned about
the possibility of Home Depot coming into
our neighborhood. We are already over-computed
with traffic congestion, air pollution +
overall wetlands depletion.
Please do not allow this
to happen—

Sincerely,
Milo Margaret Brown
7096 Island Vlg. Dr.
Long Beach, Ca 90815

P.S. I am handicapped
we couldn't get to one of
the meetings.

Thanks MB

4-14-04

Dear Mr. Reynolds,

Please reconsider the proposed project, Home Dept at Studebaker & Lynwood Dr. I feel the adverse effects of this project are:

More traffic congestion.

Air pollution.

Noise factor.

possibly more crime & loitering.
infringe on wild life & sea birds
in this area.

Hazardous to our health.

Please do not follow thru with
this "unnecessary" project.

unnecessary

Thank you
J. J. Loman

COMMENT SHEET
PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, _____

Please stop this project from going forward. I have lived in Long Beach for 50 years and love this city. I have seen it grow and develop. But there has to be some limit. This project would be detrimental to the environment in many ways.

Air quality: Increased traffic and construction would increase air pollutants.

Our limited wetlands and wildlife would be affected. It would generate more noise, already a problem with the nearby Hynes water power plant.

Traffic congestion: With PCH, Studebaker and Second street already impacted, this would create more hazards and congestion.

These are just a few of the many reasons I am against this proposed project. Please keep Long Beach and its residents from these negative things by blocking this project. Thank you.

Please provide your mailing address below.

7115 Seawind Dr.
Long Beach Ca 90803

☐ Check the box if you wish to be added to the EIR notification mailing list.

Connie Forker
Connie Forker

Please print your name above

City of Long Beach
Angela Reynolds, Environmental Officer
333 W. Ocean Bl. 7th Flr.
Long Beach, Ca. 90802

Apr.15, 2004

Dear Mrs. Reynolds:

My wife and I live in Bixby Village near Studebaker Rd. and Loynes Dr., a location where a new Home Depot and other new commercial developments are proposed for construction.

We wish to register our displeasure with such a proposal. It seems apparent to us and to most of our neighbors that here in So. Cal., particularly large metropolitan areas like Long Beach that we have too much development and certainly don't need another shopping center that will have adverse effects on air quality, will create additional noise, traffic, crime, trash and pollution.

We already have shopping centers that are closing for lack of customers. We have within minutes, Town Center at Carson and the 605 Freeway, Marina Pacifica and Market Place at P.C.H. and 2nd St., Los Altos shops including a Lowe's retail building supplies, comparable to Home Depot, Lakewood Mall and a Home Depot, Cerritos Mall, Westminster Mall and malls galore in Torrance and Carson and Palo Verde.

Our air now is polluted, our streets are jammed with cars bumper to bumper, curb to curb all day nearly every day. We can't depend on our freeways that are often stop-go due to saturation.

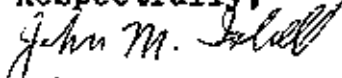
Please, no more congestion. We don't need another shopping center.

What we need is space and clean air, fewer cars and people, not more.

We know retail sales provide funds for our cities, but there is a limit which has already been reached. We are choking now.

PLEASE, NO MORE.

Respectfully,


John M. Isbell
571-102 John K. Dr.
Long Beach, Ca. 90803

April 12, 2004

Frank Colonna, Vice Mayor
304 Nieto
Long Beach, CA 90803

Re: Proposed Site for Home Depot

Dear Frank,

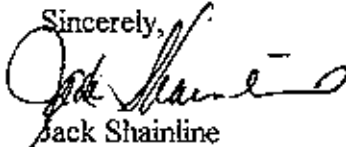
My wife Connie and I were unable to attend the meeting held on Wednesday evening, April 7th; however, we want to express a very strong opposition to the Home Depot plan.

Our area, University Park Estates, already has difficult ingress and egress traffic problems. Those planning this project appear to be ignoring the facts of density, which our residential neighborhood is already surrounded by. We feel sure our neighborhood will be used as a "short cut" to get to Loynes Drive and to Studebaker Road.

You may be interested to know, as I come to the intersection of Margo and Seventh at 6:20 a.m., I sometimes have to wait 8, 9, 10 minutes to exit our neighborhood. I realize that the lights are on a timer. Even so, there are times when Seventh Street is like a parking lot and Loynes Drive is used as a short cut to get to the freeways.

We must, in planning future projects anywhere in Long Beach, consider the burden being placed on people where they live.

Sincerely,



Jack Shainline
371 Margo Ave.
Long Beach, CA 90803

cc: Angela Reynolds
Environmental Planning Officer City of Long Beach

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Blvd
Long Beach, Ca 90802

May 3, 2004

Dear Ms Reynolds,

**COMMENTS ON NOTICE OF PREPARATION FOR
PROPOSED HOME DEPOT PROJECT**

Thank you for the opportunity to comment on this proposed project. I did attend the Scoping Meeting on April 7th at Kettering Elementary School and I did obtain a copy of the Notice of Preparation dated March 15, 200. I searched the City's website today under the topics "Notice of Preparation" and "Long Beach Home Depot" but I was unable to find any additional information. If there are other sources of information available please advise me of its location and how to obtain a copy. My comments in this letter are based on the rather limited information provided to date.

General Comments

The proposed project site, indicated as 16.5 acres, appears to be only a small portion (less than 20%) of the potentially available property that exists in the area bounded by Studebaker Rd, Westminster Ave and the San Gabriel River shown on Figure 1 in the NOP. The proposed project site and adjacent areas are one of the last remaining large sites available for development in eastern Long Beach. I understand the proposed site is zoned for industrial use but that designation does not appear to be the highest and best use for the property. In addition, the lands neighboring the proposed project site which must be seriously considered in any environmental assessment include: residential, open space, wetlands, schools, commercial and industrial. There are other projects in the general vicinity the proposed Home Depot project that should be considered by the lead agency especially as they relate to development of the area and overall traffic patterns. The NOP does not address these larger issues and discusses essentially only the choice of No Project or the proposed Home Depot development.

I think the City and its consultant need to provide far more information than that presented in the NOP. Several simple facts such as: the expected number of visitors to the site, the total traffic volume, peak hourly traffic rates, the hours of stores including delivery of goods, types of contamination at the site that need remediation, etc. Given the absence of such basic information, it was truly unfair for you and your consultant to make statements at the Scoping Meeting that public comments should be limited to environmental impacts addresses in the NOP. I believe the initial study was inadequate and must be redone.

As you are probably aware, Councilman Colonna met with the homeowners on April 19th and proposed a moratorium on development of the larger area, including the proposed project, until a more encompassing plan for the area could be developed. He requested that all potentially impacted homeowner associations and other stakeholders become involved in this process. I agree with Mr. Colonna's proposal and I believe the City's Planning staff should work towards a better use of the entire area than to move forward piecemeal with the Home Depot project.

Specific Comments on the NOP

Pages 4,6,8 & 12 were blank on the copy of the NOP I received. It appears this was the intention of the author.

On page 2, it states Studebaker LB, LLC will own the property and Home Depot and other tenants will lease space. It is unclear who would be responsible for the site to prevent tenants from creating nuisance conditions, who would be responsible for maintenance and upkeep, and what assurances would be provided that commitments made to the community would be kept into the future. The City and/or its Planning Department must insure the developer/owner of whatever is ultimately constructed at the site, be held accountable. The City and its residents must not be put in the position of dealing with an absentee owner that does not deliver what was promised.

The Project Alternatives listed on page 13 are vague and inadequate. The text says there are four development alternatives but then it lists only three. The Alternative "No Project/No Development" is relatively clear. The next alternative "No Project/Existing General Plan" is unclear - does it mean the subject project site will remain zoned for industrial and the proposed Home Depot Development will not be permitted? The last alternative "Alternative Locations" has no meaning and would conceivably encompass any type of development.

On page 14, the documents states that the NOP is ... "generally consistent with the draft thresholds prepared by City Staff". Please list all portions, assumptions and conclusions in the NOP which are NOT consistent with thresholds used by the City. As I understand, the City hired LSA Associates to prepare the NOP and thus the City should insist that LSA be entirely consistent with the City's threshold assessment criteria. Later on Page 14 it states that offsite impacts and cumulative impacts must be addressed. In light of the narrow focus of the NOP and its avoidance of the overall issues with development in this part of the City, I believe the NOP fails to reach this standard.

The following comments will follow the "Initial Study Checklist" and the "Discussion of Checklist Responses" presented in the NOP. Comments will not be presented where I agree with the NOP.

- I. a) Disagree with "No Impact" finding. The visual impacts cannot be evaluated on the basis of the information in the NOP and the meaning of 'scenic vista' should not be handled in such a literal manner. The aesthetics of the proposed project would impact the community. There is no information in the NOP to address the height and setbacks of the proposed buildings B,C&D along Studebaker Rd shown in Figure 2. The impact should be Potentially Significant.
- c) Disagree with "Less Than Significant" finding. Inadequate information is presented in the NOP to support this finding. For example, the NOP says on Page 10, signage may require a waiver from sign development standards yet the discussion in this section is silent in this regard. The same is true regarding building heights and setbacks. Until much more is known regarding the proposed project, the finding should be Potentially Significant.
- d) Disagree with finding. The text indicated the basis for this finding was due to the distance between the project site and nearest receptor. No information was provided to support this conclusion. The finding should be Potentially Significant.
- III. e) Disagree with "Less Than Significant" finding. The NOP discusses the control of odors at the project site from the sewage holding tank. The NOP provides no information regarding the potential odor impacts to people living on Vista Street when the day-old sewage is pumped from the project site into the sewer. It is likely that the residents will be subjected to odors coming out of all existing manholes in the gravity sewer running the length of Vista Street. The finding should be Potentially Significant.

not available to convey the sewage to the treatment facility. Also note previous comments regarding local sewers and problems created by the proposed project.

XVII. a) Given the deficiencies in the NOP and the failure to take a more regional perspective on the impacts of the proposed project, this finding should be "Potentially Significant".

I understand that, given the "Potentially Significant" findings in the NOP, an EIR would be required in order for this project to move forward. The deficiencies in the NOP should be corrected and the revised document should be circulated for comments prior to starting work on an EIR.

In closing, I oppose the proposed project as it does not serve the best interests of the City or the surrounding communities. The Planning Department should take this opportunity to bring together all the stakeholders and spend the time and effort required to develop a broader plan that recognizes the potential of this area.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom LeBrun", with a stylized flourish at the end.

Tom LeBrun
390 Daroca Ave
Long Beach, Ca 90803

cc Councilman Colonna

.....

Thursday, April 08, 2004

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th floor
333 West Ocean Boulevard
Long Beach, CA
90802

Dear Angela Reynolds:

My name is Kristan Hartz and I live at 421 Margo Avenue in the University Park Estates. I am eighteen years of age and I currently attend Long Beach Polytechnic High School. Next fall I plan to live away from my home and attend a university on the East Coast, but I am extremely concerned about the fact that there may be a Home Depot being built in my neighborhood. I am leaving California for college, unlike many of my peers, because I want to experience something else before I settle down in Long Beach. The reason for my concern is that a new development like the Home Depot will surely ruin my neighborhood. If I were to return to Long Beach I would find surroundings greatly altered, I would no longer wish to live here, yet I will not be able to afford another house in an area of the same caliber as the one I live in now.

The construction of a Home Depot would have so many negative effects, no amount of created jobs or revenue from it would ever justify its creation. Building not only a Home Depot, but an entire center with restaurants and retail stores, would take years to complete and during those years my family would still live in our house. My little sister would have to breathe in the dust and other pollution that this kind of construction would create, she already lives in pollution why create extra that may prevent her from having a healthy life. After the construction, which will bring us unnecessary noise and debris, the real battle will begin. If you ever use the 7th Street exit from the 405 or 605 freeways then you have seen the kind of congestion that plugs up all of 7th Street, Studebaker, and many nearby streets. Any person going to the Home Depot will probably use this exit and it can not possibly take any more traffic. My neighborhood will definitely suffer from the extra pollution and noise that will come our way, not to mention the extra danger every time we try to leave our area. People who forget to turn on Studebaker or those who think that my neighborhood is a shortcut will drive right through my area. This is going to cause heavy traffic, which we never see, and worst yet

.....

April 14, 2004

my street is on the main drag and in result will see the biggest change. What is to stop these people from parking in our neighborhood, from disregarding our traffic signs, they are not residents of my community and they will not know that children around here play out in the streets.

I know that I do not represent the minority voice when I say that I do not wish to have Home Depot's quest for expansion invade my backyard. I want to be able to raise my own children in this neighborhood, in this house, where I know that it is safe from too much traffic, pollution, and urbanization. Is the construction of a hardware store worth sacrificing the happiness and future of the people that live in the surrounding areas?

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristan Hartz', with a stylized, cursive script.

Kristan Hartz

401 Daroca Avenue
Long Beach, California 90803

April 19, 2004

Honorable Mayor Beverly O'Neill
City of Long Beach
City Hall, 14th Floor
333 West Ocean Blvd.
Long Beach, California 90802

Re: Proposed Home Depot Project

Dear Honorable Mayor O'Neill:

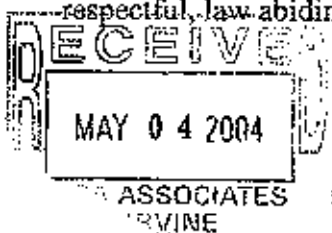
Exactly forty-four years ago this month, my husband and I purchased a home site in College Park Estates, later renamed University Park Estates. We moved into our completed house on August 22, 1960. One of the most attractive features of this location was its uniquely natural separation from existing Long Beach housing and commercial properties. For safety reasons, our neighborhood requested a second egress to Loynes Drive connecting us to Studebaker Road on the east and later to Pacific Coast Highway on the west. Although homes were built to the north of us (connecting us to 7th Street) and townhomes were built to the west of us (connecting us to Bellflower and Pacific Coast Highway), we continued to retain our unique suburban environment.

The recent Public Notice to Prepare a Draft Environmental Impact Report for the proposed Home Depot project site (just incidentally at our community's back door), hit us like a sneak attack by a powerful enemy. The surreptitious method by which this salvo was fired on our unsuspecting community did not happen without the cooperation of an insensitive group of Long Beach city planners. We are affronted by the temerity of these so-called Long Beach care-takers to allow the progress of the project to continue without informing and allowing our community to air its views. Such arrogance is inexcusable, unconscionable and patently unacceptable. Filling the City's coffers at the expense of public welfare is an abominable practice.

The environmental impact of the proposed project would be disastrous not only to the safety and well-being of our entire neighborhood, but to the natural and manmade corridor which supports irreplaceable wildlife from El Dorado to the ocean. The balance of nature would be irrevocably compromised by insensitive human intervention.

Lastly, but most importantly, is the as yet unmeasured emotional toll on the residents of our community. Never in our forty-four years have we witnessed such an explosion of angst as was displayed at a neighborhood meeting in our tiny school auditorium on the night of April 7.

Beyond the anger shown, was the awful realization that we faithful voters, conscientious, respectful, law-abiding and patriotic citizens, were betrayed by our duly elected city officials.



April 19, 2004
Page 2 of 2

University Park Estates has spoken and will continue to speak with one voice: NO HOME DEPOT IN OUR BACKYARD.

Sincerely,

Frances B. Smith

Frances B. Smith

cc: Vice Mayor Frank Colonna
Members of the Long Beach City Council
Angela Reynolds, Environmental Officer
Ben Goldberg, President, UPENA

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, I oppose the Home Depot project because of the negative environmental impact on the community. Specifically, the project would bring increased vehicle traffic and pollution to the area. The 7th Street exit and Studebaker are already severely congested because most of the east side residents use the street in their daily commutes. Loyne Street is not only extremely congested, but is also responsible for a significant number of vehicle accidents due to the constant settling of the road and the resulting uneven pavement. More traffic on this street will result in more accidents.

Also, the Home Depot project would bring significant light glare to the area. Home Depots are usually located in areas with a heavy concentration of commercial buildings. In contrast, this project would be right next to large residential communities—where the sky is otherwise dark.

Please provide your mailing address below.

400 LINARES AVE
LB, CA 90803

☒ Check the box if you wish to be added to the EIR notification mailing list.

TERRY CLEVELAND

Please print your name above

Theresa Van Andler
Air Quality Analysis & Compliance Supervisor
Engineering and Compliance Office
Refinery, Energy & RECLAIM

COMMENT SHEET

LONG BEACH HOME DEPOT

Comments on the proposed Long Beach Home Depot project, as discussed in the draft Environmental Impact Report (EIR). This form is to be filled out and returned to the address on the back. All comments must be received no later than 10/15/03.

ALSO, SEE ATTACHED PRINTOUT.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, I STRONGLY OPPOSE THIS CONSIDERATION.

Westminster Blvd used to be a means to cut across Long Beach into Orange County without a problem. It was used as an alternate route from the 405 freeway. This applies to either the West or East direction. I have lived at my residence in Island Village since 1980. I raised my son in my Outrigger Court house and watched him grow from Kettering Elementary to graduation from CSULB. Over the years, Westminster Blvd has become increasingly difficult to travel. I don't know where all the cars are coming from, but there has definitely been a change (to the worst) in traffic patterns. Now, when I hop in my car to go even a mile down the road to PCH & Westminster, it takes me several lights of congested traffic to go only a short distance. As I come home from work from my already long drive from SCAQMD Diamond Bar, I find it almost impossible with heavy traffic. There is no relief from my snail crawl & sluggish drive. The weekends are not better, as people

Please provide your mailing address below.

Theresa Van Andler
42 Outrigger Court
Long Beach, CA 90803

☒ Cross town from 2nd St to Westminster. Do not
☐ Check the box if you wish to be added to the EIR notification mailing list. Allow Home Depot or any other major traffic chow to establish their business here. The noise is another whole issue & there is already air pollution from existing traffic, that we don't need to encourage further concentration of car exhaust or noise.
Theresa Van Andler, 10/15/03

4-14-04

I CONCUR WITH THE ADDITIONAL IMPACTS LISTED BELOW, THAT WILL RESULT FROM HAVING HOME DEPOT OR ANY OTHER MAJOR DRAW TO AN ALREADY CONGESTED ENVIRONMENT. DO NOT THIS HAPPEN TO ISLAND VILLAGE RESIDENTS. Sincerely, *Shirley Van Cheller*

POTENTIAL IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT BY THE ENVIRONMENTAL IMPACT REPORT (please use these points):

1. Light and Glare: Light from building, parking area & security lighting. Substantial light adversely affects day and nighttime views.
2. Air Quality: Substantial pollutant concentrations (PM10, carbon monoxide, and ozone violates air quality standards. Long-term air quality impacts related to traffic, and short term related to construction. Considerable net increase in air pollutants.
3. Wildlife, Wetlands: Substantial adverse effect through direct removal.
4. Hazardous Materials: Site is currently on a hazardous material list compiled by the government. Hazard to the public involving release of material into the environment through routine transport, use, or disposal of hazardous materials. Hazardous material concerns within one-quarter mile of an existing school.
5. Noise: Generation of noise level in excess of standards established in the local general plan or noise ordinance or applicable standards. A substantial permanent increase in ambient noise levels. A substantial temporary or periodic increase in ambient noise levels.
6. Transportation/Traffic: Substantial increase in traffic in relation to the existing traffic load and capacity on Studebaker, Westminster, 2nd street and PCH which is already congested. Substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections will exceed a level of service standard established by the county congestion management agency for designated roads.
7. Wastewater Treatment Facilities: Increased demand for the treatment of used water. Construction of a private lift station with an equalization tank, odor control system, & force main to convey sewage to the Long Beach Water department which could cause significant environmental effects. The force main would run underground to the Loynes street bridge, be mounted on the bridge, and then continue underground in the street to a connection point on Vista street.
8. Findings: This project will cause substantial adverse effects through an increase in crime, vandalism, trash, loitering, noise, pollution, traffic congestion, & loss of wetlands.

ANGELA REYNOLDS, WE NEED YOUR SUPPORT NOW! WE WILL CONTINUE TO GIVE YOU OURS. I HAVE WORKED FOR SCAQMD FOR OVER 25 YEARS TO HELP FIGHT AIR POLLUTION AND THE LONG TERM DAMAGE TO ENVIRONMENT AND HEALTH. WE CANNOT CONTROL TRAFFIC CONGESTION OR POLLUTION FROM CARS, BUT YOU CAN!

Free Apr. 16, 04

Dear Dept of Planning & Building,

We live in the Naples section of Long Beach
and cannot think of a more absurd idea than
building a Home Depot on Studebaker at Lynnes
Bliss. Dangerous traffic conditions already
exist on Studebaker. The location is a
major entry into our beautiful City which is
far too confusing and ugly ^{already}. Zoning the area
for commercial is, in our minds as well as
our neighbors a very bad idea and we plan
to fight it every step of the way.

Long Beach, Westminster, Cerritos & Lakewood
are close by & were chosen as sites did not
disrupt their surroundings. Why in the world
would Home Depot risk the nasty P. R. of those
they want to serve. What a poor use of
interesting land which could feasibly be
used in various other ways? DO NOT LET
IT BE USED commercially. ^{Zoned} It's wrong.

Robert & Lorraine Donahue
141 Cordova Walk
Long Beach, Ca. 90803
(over)

Pheta Thompson } same address
John Janine }
140 Cordova Walk
Long Beach, Ca 90803

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, TRAFFIC CURRENTLY IN THE
AREA STRETCHES FROM 7th ST. ALONG STUDEBAKER TO
SECOND ST. AND THEN WEST CLEAR INTO DOWN TOWN
OVER TAXING OUR STREETS. ADD THIS STORE AND YOU ADD
MORE NOISE AND AIR POLLUTION. WITH THESE HOME DEPOT
STORES IT IS A PROVEN FACT CRIME, VAGRANCY, LOITERING,
AND LITTERING IS ASSOCIATED WITH PEOPLE SEEKING
WORK AND SINCE THEY WOULD NOT AND ARE NOT
ALLOWED TO BE SOLICITING WORK ON THE PROPERTY
THEY WOULD BE ON THE STREET AND IN THE LOCAL
PARK. IT IS ALSO UNDERSTOOD THERE WOULD BE
A SEWAGE HOLDING TANK BUILT WITH WHICH AN ODOR
WOULD EMANATE FROM WHICH IS UNTOLERABLE.
WITH EVERYTHING SO WRONG WITH A PROJECT AS
THIS EFFECTING NOT ONLY THOSE WHO LIVE IN THE
AREA AS WELL AS THOSE PASSING THRU, THE ONLY
LOGICAL AND CIVICLY THING TO DO IS NOT BUILD IT.
I WAS BORN IN LONG BEACH, I LIVE IN LONG BEACH AND
I WORK IN LONG BEACH, THIS IS NOT GOOD FOR THIS AREA.

Please provide your mailing address below.

7031 SEAWIND DR

Long Beach CA

90803

☐ Check the box if you wish to be
added to the EIR notification
mailing list.

DEAN MARIANO

Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, _____

Absolutely Not!!

- We don't need another Home Depot here!*
- * Air Quality will diminish*
- Lets keep it clean and fresh!*
- * Loss of Wetlands and all the bunnies.*
- * Noise level will be awful.*
- * Traffic on Studebaker is already awful.*
- Imagine w/ a Home Depot there??*
- Stupid idea! We can drive to another!*

Please provide your mailing address below.

7041 Seawind Drive
Long Beach, Ca
90803

☐ Check the box if you wish to be added to the EIR notification mailing list.

LENORA Iacovetti

Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please print your name clearly in the space provided on the right side of the sheet. Comments should be addressed to the Planning Department, Long Beach Home Depot, 460 Laurinda Ave., Long Beach, CA 90803-2208. Comments should be submitted by the date indicated on the right side of the sheet. Comments should be received by the date indicated on the right side of the sheet.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot:

I OPPOSE the proposed Home Depot project for the following reasons:

1. Significant increase in industrial, commercial, and private vehicular traffic, at all hours of the day and night, adjacent to several upper middle class residential neighborhoods on arterial streets already choked with heavy traffic at peak periods.
2. Likely increase in traffic through University Park Estates as short cut to/from the proposed development creating hazards for neighborhood children and seniors.
3. Likely increase in crime in adjacent residential neighborhoods due to presence of unemployed laborers who frequent Home Depot parking lots.
4. Significant increase in noise and nighttime light in a traditionally quiet area devoted to residential and natural, open spaces.
5. Although labeled "Commercial", its impacts are much more severe than most commercial development due to the nature and hours of its operations (eg. heavy warehouse material stocking and supply, types of employees and customers).

But, the BIGGEST and MOST UNACCEPTABLE effect of the proposed development would be on the adjacent LOS CERRITOS WETLANDS. The wetlands would receive paved area surface runoff from the two existing channels which border the proposed site on the north and south and flow directly into the wetlands, as well as noise, light, litter and increased vehicular pollution which would most seriously and negatively impact the wetlands. This comes at a critical point in the effort to preserve and enhance the wetlands, and could seriously and permanently damage the wetlands, negating all the work done by many agencies and individuals over recent years in its behalf and resulting in further destruction of the few remaining wetland areas in coastal California.

Finally, the proposed development is not consistent with an OVERALL LAND USE plan for the area. The site, located in the midst of one of the few remaining natural open spaces in coastal California, must be planned in an intelligent, sensitive manner, and not sold to the first or highest bidder.

Please provide your mailing address below:



Richard Weeks
460 Laurinda Ave.
Long Beach, CA 90803-2208

☒ Check the box if you wish to be added to the PHS notification mailing list.

Richard WEEKS

Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR,

I live in the College Estate Area - north
of 7th St - off Studebaker -

We in area are calling where we
live "Death Alley". Getting in and out
of our track is "Taking Your Life In Your
Hands"

not only is the Traffic coming off the
freeway and the normal Studebaker Traffic
+ State College Students we have to put
up with the "Weeds" that grow so high
we can not see to get out through the
back of our track - This affects College West
also - We have spoken to Caltrans (Frank)
and before him Tom Clark to no avail as
this situation has been there since Day 1. Why
does L.B. allow Caltrans to get away with not making
this death trap a priority - They (Caltrans) can plant
cut Dec. trees on the walls etc but say they don't have
to spend on this problem - needless
to say - another shopping center will only
make this worse

Please provide your mailing address below.

830 LEE'S AVE

L B 90815

562 431 7877

☒ Check the box if you wish to be
added to the EIR notification
mailing list.

Lorna Redmond

Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR,

The proposed Long Beach Home Depot project is a bad idea for many reasons. The areas surrounding the site are unique in many ways, and the impact of the proposed commercial development will do irreparable damage.

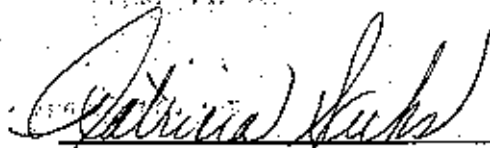
1. Impact of traffic, pollution, runoff and noise on the adjacent LOS CERRITOS WETLANDS is significant. These fragile wetlands are the home to birds and other wildlife and represent some of the few remaining acres of this precious and dwindling resource.
2. TRAFFIC will increase in an area already heavily impacted by traffic concerns.
3. The proposed site is bordered by many up upper middle class communities whose residents have legitimate concerns about SECURITY. Crime is likely to increase, and there are concerns about the presence of day laborers who frequent the parking lots of Home Depots.
4. Further security concerns are with the increase of traffic through the University Park Estates community. Non-resident traffic would become even worse since it will be used as a short-cut by people trying to avoid the heavy traffic on 7th Street and creating problems for children, walkers, and bicyclists. Furthermore, Loynes Drive is already a problem road due to being built on an unstable base. An increase in truck traffic and delivery vehicles will hasten it's deterioration.
5. The presence of a round-the-clock commercial development will create an untenable NOISE and LIGHT problem, especially at night. The loading dock backs to adjacent properties in the Island Village community. This entire area is a dark and quiet one, and this development does not belong here.

The disruption to this special community is not welcome here. As a resident of the University Park Estates area, I have many options for home improvement stores. The many Home Depots and Lowe's stores already within a short drive are more than adequate for my needs. We don't need this project.

Please provide your mailing address below.

PATRICIA WEEKS
460 LAURINDA AV
LONG BEACH, CA
90803

☒ Check the box if you wish to be added to the EIR notification mailing list.


Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, _____

We are concerned about the runoff from the parking pads of this project potentially contaminating the abutting wetlands and shore bird breeding areas. Not only oil and other automotive fluids but broken bags of fertilizer (synthetic and "natural") and pesticides/herbicides from the garden center could potentially have a devastating impact on this native ecosystem.

Please provide your mailing address below.

Michael + Jeanette Gavin

60 Pomona Ave.

Long Beach, CA 90803

☒ Check the box if you wish to be added to the EIR notification mailing list.

Michael Gavin

Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, _____

Let's keep Home Depot out of our neighborhood !!!

- 1) increase in traffic 24 hours a day.
- 2) Create noise,
- 3) Hazardous Materials
- 4) Increased demand for the treatment of wastewater, sewer odors, etc.
- 5) Very important, crime, vandalism, trash, loitering, noise pollution

Please provide your mailing address below.

Rosa Bolet
6328 E. 5th St.
Long Beach Ca
90803-2112

☐ Check the box if you wish to be added to the EIR notification mailing list.

Rosa Bolet

Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, Shame on you! You are well aware of the devastating damage it will do to the environment. Long Beach used to be labeled the "best little secret in L.A. County." Unfortunately, due to greed and politics, the secret is out of the bag. I grew up in the San Fernando Valley and at the rate we are going, we are well on our way to becoming another San Fernando Valley! Please stop this trend now, before it's too late.

Please provide your mailing address below.

Stephanie Gliebe
Bixby Village
450 - 102 Medford Crt
Long Beach, Ca 90803

☒ Check the box if you wish to be added to the EIR notification mailing list.

Stephanie Gliebe
Please print your name above

PETITION STOP HOME DEPOT

We, the undersigned, object to the development of the proposed Home Depot retail center at Studebaker Road and Loyes Drive. The potential adverse impacts on the area's environment are: 1) Traffic Congestion: it will go from bad to worse, 2) Air Pollution, 3) Noise from substantially increased traffic, and, delivery trucks in the early morning hours, 4) Light and Glare, 5) Degrade Los Cerritos Wetlands, negatively impact threatened and endangered species and possible loss of habitat, 6) Hazardous materials contamination, 7) Water pollution from runoff and increased demand of wastewater treatment facilities. Ultimately, these adverse environmental conditions will negatively impact property values and the personal enjoyment of our homes and neighborhoods.

Print Name	Patricia B Dowdy	Signature	Patricia B Dowdy
Street Address	5663 Sorrento	City and Zip	Long Beach 90803
Home Phone	433-3591	Fax Phone	
Work Phone		Email	

Print Name	Haydon F. Dowdy	Signature	Haydon F. Dowdy
Street Address	5663 Sorrento DR	City and Zip	Long Beach 90803
Home Phone	433-3591	Fax Phone	
Work Phone		Email	

Print Name	JAROLYN H. MARCHI	Signature	Jarolyn H. Marchi
Street Address	261 ANCONA DR.	City and Zip	Long Beach, CA 90803
Home Phone	(562) 439-8944	Fax Phone	
Work Phone		Email	

Print Name	SCOTT DIXON	Signature	Scott Dixon
Street Address	36 CORONA Apt D	City and Zip	LB. 90803
Home Phone	(562) 856-0718	Fax Phone	
Work Phone		Email	

Print Name	Dorothy Dixon	Signature	Dorothy Dixon
Street Address	239 ANCONA DR	City and Zip	Long Beach 90803
Home Phone	562 434-7859	Fax Phone	
Work Phone	562 436-0000	Email	

Print Name	Tami Gillott	Signature	Tami Gillott
Street Address	306 Granada Ave	City and Zip	Long Beach, CA 90804
Home Phone	562) 522-8162	Fax Phone	
Work Phone		Email	

Print Name	CHARLES MARCHI	Signature	Charles Marchi
Street Address	261 ANCONA DR	City and Zip	Long Beach 90803
Home Phone	562/4398944	Fax Phone	
Work Phone		Email	

StopHomeDepot@aol.com

Please when completed return:
6212 Vista Long Beach, CA 90803
DONATIONS ACCEPTED

Info@TOM 5981190

PETITION STOP HOME DEPOT

We, the undersigned, object to the development of the proposed Home Depot retail center at Studebaker Road and Loynes Drive. The potential adverse impacts on the area's environment are: 1) Traffic Congestion: it will go from bad to worse, 2) Air Pollution, 3) Noise from substantially increased traffic, and, delivery trucks in the early morning hours, 4) Light and Glare, 5) Degrade Los Cerritos Wetlands, negatively impact threatened and endangered species and possible loss of habitat, 6) Hazardous materials contamination, 7) Water pollution from runoff and increased demand of wastewater treatment facilities. Ultimately, these adverse environmental conditions will negatively impact property values and the personal enjoyment of our homes and neighborhoods.

Print Name	Teresa Maurer-Laurino	Signature	Teresa Maurer-Laurino
Street Address	451-103 WAKEFIELD CT.	City and Zip	L.B. 90803
Home Phone	562-494-0048	Fax Phone	
Work Phone		Email	

Print Name	Mark Gantington	Signature	Mark Gantington
Street Address	6221 E. 9th Street	City and Zip	L.B. 90815
Home Phone	(562) 599-9904	Fax Phone	(562) 433-1573
Work Phone		Email	

Print Name	Famela Mendon	Signature	Famela Mendon
Street Address	4131 Greenbrier Rd.	City and Zip	Long Beach, 90808
Home Phone	(562) 439-4553 (wk)	Fax Phone	
Work Phone	(562) 420-8125 (Hm)	Email	

Print Name	Jeanne WARD	Signature	Jeanne Ward
Street Address	2411 St. Joseph Ave	City and Zip	Long Beach 90815
Home Phone		Fax Phone	
Work Phone	(562) 439-4553	Email	

Print Name	Miki M. Vander Kuyf	Signature	Miki M. Vander Kuyf
Street Address	1515 E 3rd #1	City and Zip	Long Beach 90802
Home Phone	(562) 495 4355	Fax Phone	
Work Phone	(562) 439-4353	Email	Racecube37@hotmail.com

Print Name	Pamela Piscitelli Ludwig	Signature	Pamela P Ludwig
Street Address	230 Linden Ave #206	City and Zip	Long Beach Ca 90802
Home Phone	562 439-4553	Fax Phone	
Work Phone	562 495 9088	Email	

Print Name		Signature	
Street Address		City and Zip	
Home Phone		Fax Phone	
Work Phone		Email	

StopHomeDepot@aol.com

PETITION STOP HOME DEPOT

We, the undersigned, object to the development of the proposed Home Depot retail center at Studebaker Road and Loynes Drive. The potential adverse impacts on the area's environment are: 1) Traffic Congestion: it will go from bad to worse, 2) Air Pollution, 3) Noise from substantially increased traffic, and, delivery trucks in the early morning hours, 4) Light and Glare, 5) Degrade Los Cerritos Wetlands, negatively impact threatened and endangered species and possible loss of habitat, 6) Hazardous materials contamination, 7) Water pollution from runoff and increased demand of wastewater treatment facilities. Ultimately, these adverse environmental conditions will negatively impact property values and the personal enjoyment of our homes and neighborhoods.

Print Name <i>DEAN MARAID NORTWORTHY</i>	Signature <i>Maraid Northworthy</i>
Street Address <i>6239 E 5th St</i>	City and Zip <i>Long Beach CA 90803</i>
Home Phone <i>4304551</i>	Fax Phone <i>4304551</i>
Work Phone	Email <i>maraid.doug@verizon.net</i>

Print Name	Signature
Street Address	City and Zip
Home Phone	Fax Phone
Work Phone	Email

Print Name	Signature
Street Address	City and Zip
Home Phone	Fax Phone
Work Phone	Email

Print Name	Signature
Street Address	City and Zip
Home Phone	Fax Phone
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Street Address	City and Zip
Home Phone	Fax Phone
Work Phone	Email

Print Name	Signature
Street Address	City and Zip
Home Phone	Fax Phone
Work Phone	Email

StopHomeDepot@aol.com

Please when completed return:
6212 Vista Long Beach, CA 90803
DONATIONS ACCEPTED

*Info;
Tom
5981190*

STOP HOME DEPOT

IT'S UP TO YOU!!!!: Due to the time limits mandated by State law, your response must be sent by **April 15th, 2004**, which is 30 days after receipt of notice from the City of Long Beach Planning and Building Department for a proposed Home Depot at Studebaker and Loynes drive.

We have a limited amount of time so please send your comments to:

City of Long Beach

Angela Reynolds, Environmental Officer

333 W. Ocean Boulevard, 7th floor

Long Beach, Ca. 90802

Or email them to anreyno@longbeach.gov ✓

Please copy: StopHomeDepot@AOL.com ✓

Due 5-5

POTENTIAL IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT BY THE ENVIRONMENTAL IMPACT REPORT (please use these points):

1. **Light and Glare**: Light from building, parking area & security lighting. Substantial light adversely affects day and nighttime views.
2. **Air Quality**: Substantial pollutant concentrations (PM10, carbon monoxide, and ozone violates air quality standards. Long-term air quality impacts related to traffic, and short term related to construction. Considerable net increase in air pollutants.
3. **Wildlife, Wetlands**: Substantial adverse effect through direct removal.
4. **Hazardous Materials**: Site is currently on a hazardous material list compiled by the government. Hazard to the public involving release of material into the environment through routine transport, use, or disposal of hazardous materials. Hazardous material concerns within one-quarter mile of an existing school.
5. **Noise**: Generation of noise level in excess of standards established in the local general plan or noise ordinance or applicable standards. A substantial permanent increase in ambient noise levels. A substantial temporary or periodic increase in ambient noise levels.
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7. **Wastewater Treatment Facilities**: Increased demand for the treatment of used water. Construction of a private lift station with an equalization tank, odor control system, & force main to convey sewage to the Long Beach Water department which could cause significant environmental effects. The force main would run underground to the Loynes street bridge, be mounted on the bridge, and then continue underground in the street to a connection point on Vista street.
8. **Findings**: This project will cause substantial adverse effects through an increase in crime, vandalism, trash, loitering, noise, pollution, traffic congestion, & loss of wetlands.

Dear Angela Reynolds,

I am a homeowner in Island Village. I would like to like to voice my displeasure about the planned Home Depot/shopping center, as well as my concerns about the environment and the impact that said development will have on the wetland conservation area as well as the area in which I have a home.

These are my concerns. After attending the meeting at Kettering School last April 7, I feel that the Home Depot is a done deal despite what the local homeowners think about it. The City of Long Beach has been bought out. That was very evident in all the very professional presentations from the Home Depot personnel. I found it very interesting that the Home Depot is funding the environmental impact report. I am anticipating it to be very biased in favor of the Home Depot.

As a homeowner in Island Village, I would like to know what, if anything, the Home Depot plans to do to soften the impact on Island Village. I do not think that their creative sewage plan is workable without much damage to the environment. We will have noise, traffic, air emissions, lights at night, safety issues for pedestrians as well as sewage. It will affect our daily lives. How will it affect the wildlife that lives directly across the street? I think that the City Council of Long Beach owes our community answers to these questions. I hope that the environmental impact report will be a truthful document. I do not want a Home Depot on Lyons and Studebaker.

Sincerely,

Jane Larsen

A handwritten signature in cursive script that reads "Jane Larsen". The signature is written in dark ink and is positioned below the printed name.

7135 Island Village Dr.
Long Beach, CA 90803

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

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PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR,

No, no, no on Home Depot.
It will cause
pollution, noise, crime,
& traffic.

Thank you.

Please provide your mailing address below.

M. Speelman
448 Bellflower Blvd. #316
Long Beach, CA 90814-4132

☒ Check the box if you wish to be added to the EIR notification mailing list.

M.
Speelman
Please print your name above

PLEASE HELP BY SENDING YOUR COMMENTS ON THE NEGATIVE ENVIRONMENTAL IMPACT OR OTHER ISSUES, NO LATER THAN MAY 5, 2004 at midnight.

TO: City of Long Beach

Angela Reynolds, Environmental Officer

333 W. Ocean Boulevard, 7th floor

Long Beach, CA 90802

Phone 562-570-6357

or email to: anrayno@longbeach.gov


Fax 562-570-6068

Please copy: StopHomeDepot@aol.com

Dear Angela:

I am resident of University Park; I reside at 470 MARGO and wish to express my views regarding the proposed development of the Tank farm property on Studebaker Road and Loyces Dr. The congestion impact from the extra traffic that any project on this site will have on all those who use our already crowded streets. Please encourage the city to work at providing a better traffic plan before proceeding with any kind of development or zone change.

Sincerely,



P. S. Please send me any and all notices pertaining to this project, as they become available.

*P.P.S - ALSO OF SERIOUS CONCERN IS RUNOFF + OTHER IMPACT,
e.g., NOISE AND LIGHT ON NEARBY WETLANDS*

PLEASE HELP BY SENDING YOUR COMMENTS ON THE NEGATIVE ENVIRONMENTAL IMPACT OR OTHER ISSUES, NO LATER THAN MAY 5, 2004 at midnight.

TO: City of Long Beach

Angela Reynolds, Environmental Officer

333 W. Ocean Boulevard, 7th floor

Long Beach, CA 90802

Phone 562-570-6357

or email to: anrayno@longbeach.gov

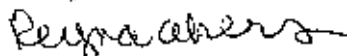
Fax 562-570-6068

Please copy: StopHomeDepot@aol.com

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I am resident of University Park; I reside at 470 MARGO and wish to express my views regarding the proposed development of the Tank farm property on Studebaker Road and Loyces Dr. The congestion impact from the extra traffic that any project on this site will have on all those who use our already crowded streets. Please encourage the city to work at providing a better traffic plan before proceeding with any kind of development or zone change.

Sincerely,



P. S. Please send me any and all notices pertaining to this project as they become available.

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Blvd
Long Beach, Ca 90802

May 3, 2004

Dear Ms Reynolds,

**COMMENTS ON NOTICE OF PREPARATION FOR
PROPOSED HOME DEPOT PROJECT**

Thank you for the opportunity to comment on this proposed project. I did attend the Scoping Meeting on April 7th at Kettering Elementary School and I did obtain a copy of the Notice of Preparation dated March 15, 2004. I searched the City's website today under the topics "Notice of Preparation" and "Long Beach Home Depot" but I was unable to find any additional information. If there are other sources of information available please advise me of its location and how to obtain a copy. My comments in this letter are based on the rather limited information provided to date.

General Comments

The proposed project site, indicated as 16.5 acres, appears to be only a small portion (less than 20%) of the potentially available property that exists in the area bounded by Spadefaker Fd, Westminster Ave and the San Gabriel River shown in Figure 1 in the NOP. The proposed project site and adjacent areas are one of the last remaining large sites available for development in eastern Long Beach. I understand the proposed site is zoned for industrial use but that designation does not appear to be the highest and best use for the property. In addition, the lands neighboring the proposed project site which must be seriously considered in any environmental assessment include: residential, open space, wetlands, schools, commercial and industrial. There are other projects in the general vicinity the proposed Home Depot project that should be considered by the lead agency especially as they relate to development of the area and overall traffic patterns. The NOP does not address these larger issues and discusses essentially only the choice of the Project or the proposed Home Depot development.

I think the City and its consultant need to provide far more information than that presented in the NOP. Several simple facts such as: the expected number of visitors to the site, the total traffic volume, peak hourly traffic rates, the hours of stores including delivery of goods, types of contamination at the site that need remediation, etc. Given the absence of such basic information, it was truly unfair for you and your consultant to make statements at the Scoping Meeting that public comments should be limited to environmental impacts addressed in the NOP. I believe the initial study was inadequate and must be redone.

As you are probably aware, Councilman Colonna met with the homeowners on April 19th and proposed a moratorium on development of the larger area, including the proposed project, until a more encompassing plan for the area could be developed. He requested that all potentially impacted homeowner associations and other stakeholders become involved in this process. I agree with Mr. Colonna's proposal and I believe the City's Planning staff should work towards a better use of the entire area than to move forward piecemeal with the Home Depot project.

Specific Comments on the NOP

Pages 4, 6, & 12 were blank on the copy of the NOP I received. It appears this was the intention of the author.

On page 2 it states Studebaker LB, LLC will own the property and Home Depot and other tenants will lease space. It is unclear who would be responsible for the site to prevent tenants from creating nuisance conditions, who would be responsible for maintenance and upkeep, and what assurances would be provided that commitments made to the community would be kept into the future. The City and/or its Planning Department must insure the developer/owner of whatever is ultimately constructed at the site, be held accountable. The City and its residents must not be put in the position of dealing with an absentee owner that does not deliver what was promised.

The Project Alternatives listed on page 13 are vague and inadequate. The text says there are four development alternatives but then it lists only three. The Alternative "No Project/No Development" is relatively clear. The next alternative "No Project/Existing General Plan" is unclear - does it mean the subject project site will remain zoned for industrial and the proposed Home Depot Development will not be permitted? The last alternative "Alternative Locations" has no meaning and would conceivably encompass any type of development.

On page 11, the document states that the NOP is ... "generally consistent with the draft thresholds prepared by City Staff". Please list all portions, assumptions and conclusions in the NOP which are NOT consistent with thresholds used by the City. As I understand, the City hired LSA Associates to prepare the NOP and thus the City should insist that LSA be entirely consistent with the City's threshold assessment criteria. Later on Page 14 it states that offsite impacts and cumulative impacts must be addressed. In light of the narrow focus of the NOP and its avoidance of the overall issues with development in this part of the City, I believe the NOP fails to reach that standard.

The following comments will follow the "Initial Study Checklist" and the "Discussion of Checklist Response" presented in the NOP. Comments will not be presented where I agree with the NOP.

- I. a) Disagree with "No Impact" finding. The visual impacts cannot be evaluated on the basis of the information in the NOP and the meaning of "scenic vista" should not be handled in such a literal manner. The aesthetics of the proposed project would impact the community. There is no information in the NOP to address the height and setbacks of the proposed buildings B, C & D along Studebaker Rd. shown in Figure 2. The impact should be Potentially Significant.
- c) Disagree with "Less Than Significant" finding. Inadequate information is presented in the NOP to support this finding. For example, the NOP says on Page 10, signage may require a waiver from sign development standards yet the discussion in this section is silent in this regard. The same is true regarding building heights and setbacks. Until much more is known regarding the proposed project, the finding should be Potentially Significant.
- d) Disagree with finding. The text indicated the basis for this finding was due to the distance between the project site and nearest receptor. No information was provided to support this conclusion. The finding should be Potentially Significant.
- III. e) Disagree with "Less Than Significant" finding. The NOP discusses the control of odors at the project site from the sewage holding tank. The NOP provides no information regarding the potential odor impacts to people living on Vista Street when the day-old sewage is pumped from the project site into the sewer. It is likely that the residents will be subjected to odors coming out of all existing manholes in the gravity sewer running the length of Vista Street. The finding should be Potentially Significant.

- IV. b) Disagree with "Less Than Significant" finding. There is no data to support this finding. The NOP states that biological survey will be performed at the site. Until this study is complete and the opinion of a qualified specialist are available, the finding should be Potentially Significant.
- d) Disagree with "No Impact" finding. The NOP does not include any data to support this conclusion. No statement is made regarding the existence or lack of existence of species of concern in or near the project site. Appropriate studies or site investigations would be required to support a finding in this area.
- e) Although the City may not have an ordinance regarding tree removal on private property, the removal of trees and plants that shielded the project site prior to release of the NOP was disturbing. The property owners should not have done this if they were cautious about building goodwill with nearby residents.
- f) Disagree with "No Impact" finding. The lack of 'adopted' conservation plans does not mean that the proposed project will not have an impact. Appropriate studies are needed before such a finding can be justified.
- VI. a) iii) and d) Disagree with "Less Than Significant" finding. The NOP states studies will need to be performed. Given the lack of information, the findings should be Potentially Significant Without Mitigation.
- VII. a) b) c) Finding may be appropriate but insufficient information provided. From the Scoping Meeting I understood one of the existing tanks would remain. What will be stored in the tank and how will it be protected?
- d) Agree with finding but additional information should be made available. The new owners of the project site would have completed an environmental survey of the site before purchase. This information should be made available in order to assess the impacts resulting from removal of materials and soil in order to construct the proposed project. I understand the former property owner was a public utility and the information on existing contamination should be public information as the presence of contamination would have a bearing on the purchase price of the property.
- e) No information to support the finding of "No Impact". The NOP should evaluate all available information regarding the types of materials present at the project site and adjacent property. If materials at the site or adjacent to it are by nature hazardous, the presence of a significant number of people at the proposed site should be evaluated and the opinion of appropriate agencies should be considered before reaching a conclusion of "No Impact".
- VIII. a) Finding of "Less Than Significant" may not be appropriate. The NOP states additional studies will be needed and compliance with standards will minimize to the extent feasible concerns regarding trash, bacteria, hydrocarbons, etc. Information regarding the proposed control measures, their performance and the resultant impacts should be addressed in light of the proposed project.
- c) Same comment as a
- f) Disagree with "Less Than Significant" finding. The proposed project will put an unknown amount of sewage into an existing 8-inch diameter sewer running the length of Vista Street. No information is provided on the condition of the existing sewer, the

capacity of the sewer or the potential for additional clogging of the sewer line due to the type of wastewater from the new development. If restaurants are part of the development, the NOP should address the potential for fats, oils or greases to clog the sewer system and lead to overflows of raw sewage to streets and watercourses. The NOP should rank this as Potentially Significant and include in future studies a complete evaluation of the condition of the existing sewer system from Vista Street to the main sewer on Pacific Coast Highway. Proceeding westward at the end of Vista Street, the City's local sewer runs parallel to Loyces Dr by the existing golf course. This area is susceptible to settlement and any sags that may exist in the sewer would reduce its capacity.

IX. b) Disagree with "Less Than Significant" finding. The NOP offers as justification for this finding that the project will be subject to the permit process of various agencies. The NOP states on Page 10 that a variance will be needed on the open space requirements. Why is this not a Potentially Significant impact?

c) Disagree with "No Impact" finding. The absence of a habitat conservation plan on the proposed project site does not mean it will not have an impact. The NOP should address the potential impact to the surrounding areas. The finding should be Potentially Significant.

XI. a) c) & d) Agree with "Potentially Significant" findings. The issue of noise deserves careful consideration. The hours of operation including delivery of materials may have a negative impact to the surrounding communities. The types and hours of operation of the other commercial businesses in the proposed development are also unknown.

XII. Schools - Disagree with "No Impact" finding. The discussion in the NOP is limited to the need for additional classrooms on schools due to population changes. The NOP does not address the impacts to the two existing schools resulting from the proposed project. The NOP should rate this a "Potentially Significant" impact. The impacts to schools should be carefully evaluated and the statement in the NOP that this topic would not be addressed in a subsequent EIR should be deleted.

Other Public Facilities - Disagree with "Less Than Significant" finding. The NOP needs to address the condition of existing sewers and the potential for impact from the proposed project. The NOP does not provide a justification as to why the cumulative impacts were found to be less than significant.

XV. d) Disagree with "Less Than Significant" finding. The condition of Loyces Dr and the portion of Stadelaker Rd near Westminster are already subject to settlement. These "design conditions" are comparable to the items listed as design features in the description of this item. The NOP appears to completely overlook the existing conditions of these roads. The finding should be "Potentially Significant".

f) Disagree with "Less Than Significant" finding. On page 2 of the NOP it states there will be 918 parking spaces in the proposed project. The text on page 38 lists 963 parking spaces for the project and states that City parking standards require 943 spaces. Clearly this is an issue that needs to be addressed and the NOP does not provide adequate information.

XVI. b) & c) - Agree with "Potentially Significant" finding. However, the discussion of sewer capacity must address the limitations of the existing local sewers. It will be inadequate to rely on regional wastewater treatment capacity being adequate if the proper infrastructure is

not available to convey the sewage to the treatment facility. Also note previous comments regarding local sewers and problems created by the proposed project.

XVII. a) Given the deficiencies in the NOP and the failure to take a more regional perspective on the impacts of the proposed project, this finding should be "Potentially Significant".

I understand that, given the "Potentially Significant" findings in the NOP, an EIR would be required in order for this project to move forward. The deficiencies in the NOP should be corrected and the revised document should be circulated for comments prior to starting work on an EIR.

In closing, I oppose the proposed project as it does not serve the best interests of the City or the surrounding communities. The Planning Department should take this opportunity to bring together all the stakeholders and spend the time and effort required to develop a broader plan that recognizes the potential of this area.

Sincerely,



Tom LeBrum
390 Dorota Ave
Long Beach, Ca 90803

cc Councilman Coleman



May 3, 2004

Angela Reynolds, Environmental Planning Officer
City of Long Beach, Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90802

RE: Comments to the Draft Environmental Impact Report
400 Studebaker Drive, Long Beach, CA

Dear Ms. Reynolds:

I am a registered geologist in the state of California (RG 7188), and have been employed in the practice of geology for over 15 years. Attached is a copy of my registration. I currently work as the Principal Geologist for Hanover Environmental, Inc. located in Chico, CA. I have direct experience in Southern California and the area of the proposed project. I have performed detailed site inspections of adjacent properties located west and south of the proposed project, and the region surrounding the site.

Based on my personal inspection of the region surrounding the proposed development, and an evaluation of published works concerning the geology, seismology, and previous work in the site vicinity, I have serious concerns that the proposed project will have substantial adverse effects including the risk of loss, injury, or death involving the following:

- 1) Rupture of a known earthquake fault,
- 2) Seismic-related ground failure or liquefaction,
- 3) Location on a geologic unit or soil that would become unstable as a result of the project,
- 4) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials,
- 5) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment,
- 6) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and
- 7) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

My concerns are detailed in the following sections.

ENVIRONMENTAL SCIENCE

HYDROLOGY

HAZ-MAT CONTRACTING

REGULATORY COMPLIANCE

HANOVER ENVIRONMENTAL SERVICES, INC.
2205 NORD AVENUE
CHICO, CALIFORNIA 95926

PH 530.342.1333
FAX 530.342.1490
EMAIL: HAN_ENV@PACBELL.NET

Angela Reynolds
May 3, 2004
Page 2

A) Rupture of a known earthquake fault

The Long Beach Earthquake of 1933 was a magnitude 6.4 event associated with right-lateral strike-slip faulting along the Newport-Inglewood fault zone. There was no surface rupture associated with this earthquake. It resulted in 120 deaths and over \$50 million in property damage. Most of the damaged buildings were of unreinforced masonry. Many school buildings were destroyed.

The proposed project is located in close proximity to the Newport-Inglewood Fault Zone (south branch fault). The Newport-Inglewood fault shows evidence of Holocene displacement (during the past 10,000 years) without historic record (Jennings, 1994). The northern branch shows surface faulting (creep) on the Inglewood Fault since 1957 due to oil and gas withdrawal, and is classified as Historic (displacement during historic time).

The fault is a right-lateral strike-slip fault (Hart and others, 1986). The fault has a calculated slip rate of 0.6 mm/year (Petersen and Wesnousky, 1994). The rate of movement has been relatively constant since the Late Miocene (approximately 6 million years before the present). The interval between major ruptures is unknown, and the probable magnitudes for future earthquakes are between magnitude 6.0 and 7.4.

The onshore portion of this fault zone is expressed at the surface as a series of discontinuous, northwest-trending, right-lateral, strike-slip faults exhibiting a left-stepping en-echelon pattern. Subsidiary normal and reverse faults with associated right-stepping anticlinal folds are typical of this fault zone (Bryant, 1988).

The fault has been characterized as a "wrench fault", where deep-seated strike-slip faulting in the basement rocks deforms overlying sedimentary basin deposits. Slip on the deep-seated fault causes a series of en echelon folds and faults in the sedimentary cover. Evaluation of historic aerial photographs showing the proposed project and surrounding region indicates that a strongly linear trend of landforms suggestive of a significant fault zone passes through the southern margin of the proposed project. This trend continues to be observed for significant distances northwest and southeast of the subject site.

The CDMG also lists the project site as within an "Aligned Seismic Activity" area, as defined by a significantly linear trend of accurately located earthquake epicenters (magnitude 0.2 or greater). These areas are generally aligned with strike slip faults having Quaternary displacement, but not necessarily with historic surface rupture (Jennings, 1994).

The proposed project is located near an area of historic oil withdrawal, and the petroleum was considered to be concentrated there due to the structural trap formed by the deep seated fault. Evidence of subsidence, possibly related to historic oil withdrawal has been observed in the estuary area southwest of the subject site.

Recent evaluation of geophysical and palaeontological data have detected a history of movement and uplift associated with the Puente Hills, San Joaquin Hills, and Santa Ana Mountains that suggest a

Angela Reynolds
May 3, 2004
Page 3

"blind thrust fault" exists at depth in the vicinity of the proposed project. This type of fault could generate a magnitude 6.8 to 7.3 earthquake (Grant and others, 1999).

These evidences combine to form the conclusion that the proposed project is located in close proximity to a major, active seismic zone. Additionally, future movement along the Newport-Inglewood fault is a strong possibility. Given these data, development of the site would have the potential to expose persons to substantial adverse effects including the risk of loss, injury, or death.

B) Seismic-related ground failure or liquefaction

The proposed project is located in an area identified by the State of California as having the potential for liquefaction (Seismic Hazard Zone, Los Alamitos Quadrangle, 1999). Liquefaction is a failure mechanism whereby water-saturated soils experience rearrangement of the grains leading to denser soil. When this happens the grains no longer support the overburden to the same degree, and ground failure occurs. The honeycomb soil particle structure that previously supported the ground surface is lost during the disturbance, leading to ground failure.

Soils in the site vicinity are mapped as Qt (Quaternary nonmarine terrace deposits), and Qal (Alluvium). These soils are dated as Pleistocene to Recent, and are generally unconsolidated and lacking cementation. I have also observed dredge tailings and unsorted waste in nearby sediments. These materials were emplaced without compaction or consolidation and represent a substantial risk if wetted and subjected to seismic shaking.

The subject site is located near an estuary (the Los Cerritos Channel) that is flooded by tidal waters. Groundwater in the site vicinity is shallow, and groundwater elevations are potentially influenced by the tidal cycle. Site soils are normally saturated at shallow depth, and saturated soils are at risk in seismic events for ground failure or liquefaction.

Landscaping normally present at large retail facilities (such as Home Depot), requires addition of water to sustain it. If irrigation water is introduced in excess (as is commonly the case), the soils will become more prone to liquefaction or failure during a seismic event. If this occurs it will supplement the water content of soils that were previously saturated, and potentially enhance the ground failure or liquefaction potential of the site. Given these data, development of the site would have the potential to expose persons to substantial adverse effects including the risk of loss, injury, or death.

C) Be located on a soil that would become unstable as a result of the project

Based on the fact that the proposed development would be located within a previously identified area that has the potential for liquefaction (Seismic Hazard Zone, Los Alamitos Quadrangle, 1999), additional loading of the soil related to the placement of a retail center could potentially increase the risk of ground failure.

Increased truck traffic of both loaded and empty trucks will occur on a daily basis if the proposed project is constructed. Truck traffic simulates minor seismic events as the ground is subjected to

Angela Reynolds

May 3, 2004

Page 4

shaking combined with compressive force, and the effect on soils that have the potential for liquefaction is to accelerate the failure event.

Loynes Drive will be the major east-west access road to service the new development, and the increase in truck and other vehicle traffic would create a serious risk of unstable soils or ground failure if the proposed project is constructed. Loynes Drive was built upon fill material consisting of loosely placed waste, dredge tailings, and native organic materials including peat deposits. These sediments are unconsolidated and uncompacted except where roadwork has been performed. Previous engineering studies have determined that traffic on the road is detrimental to the road, causing subsidence and settlement that degrades the roadbed.

As you travel over Loynes Drive it is apparent that differential settlement has affected the roadbed, and created a dangerous condition for vehicles. Subsidence created shallow swales that caused vehicles to be thrown from the road if the curve was approached with excessive speed. To mitigate the problem the City of Long Beach required the road to be narrowed from two lanes into a single lane through the curved section. Road maintenance has been ongoing since the road was constructed, but no solution to the differential settlement and ground failure has been adopted.

Increased truck and vehicle traffic is to be expected on Loynes Drive if the proposed project is constructed. The increased traffic would have the potential to expose persons to substantial adverse effects including the risk of loss, injury, or death. The increased traffic would also subject the City of Long Beach to increased road maintenance, police, ambulance, and emergency personnel services for accidents related to degrading road conditions.

D) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

The routine transport and use of hazardous materials on the proposed project site is a primary concern for the public and the environment. The concern is related to fuels contained in truck saddle tanks; hydraulic oil present in trucks and equipment used onsite; paints, solvents, and cleaning chemicals stored onsite; pesticides and fertilizers stored onsite; and lubricants present in trucking and hydraulic systems. These materials would normally be present onsite as retail products, and also be present in trucks that would continuously arrive and depart from the site. A small amount of these materials would also be used onsite for maintenance, repair, and servicing of the rental vehicles and equipment kept onsite.

Accidents related to the handling of products inventoried onsite, the use of trucks to bring the materials onto and off the site, and disposal onsite are a foreseeable event. Given the shallow depth to groundwater and permeability of the site subsurface, any contaminants released on the surface would migrate immediately into the water table and eventually migrate to surface waters of the state. The release of hazardous materials would have the potential to expose persons and the environment to substantial adverse effects including the risk of loss, injury, or death.

Angela Reynolds
May 3, 2004
Page 5

E) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment

Rupture of a saddle tank, hydraulic line, or other type of storage container is a common and foreseeable event given the proposed operation of the site. Based on the site location a release of hazardous materials would create runoff to the waters of the Los Cerritos Channel, the Alamitos Bay, and eventually the Pacific Ocean unless controlled immediately and removed from the site.

Given the shallow depth to groundwater and permeability of the site subsurface, any contaminants released on the surface would migrate immediately into the water table and eventually migrate to surface waters of the state. A Stormwater Pollution, Prevention and Control Plan should be required for the site.

Based on the quantities of hazardous materials stored onsite for retail sales, an Emergency Spill Control and Containment Plan should be prepared for any hazardous materials stored onsite (including petroleum products, fuels, paints, thinners, solvents, pesticides, and other cleaning and degreasing chemicals stored onsite for retail sale).

Based on the proximity of surface water, the shallow depth to groundwater, and the surface drainage onsite that enters the waters of Los Cerritos Channel, Alamitos Bay, and the Pacific Ocean almost immediately after exiting the site, approval of the proposed project would have the potential to expose persons and the environment to substantial adverse effects including the risk of loss, injury, or death.

F) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

The proposed project is located within one-half mile of an elementary school (Kettering Elementary), and one-half mile of a middle school (Hill Middle School). The proposed project routinely stores, sells, and in some cases uses hazardous materials. A brief list of the hazardous materials stored and retailed at the facility include: petroleum products including fuels and lubricants; solvents and solvent based cleaning products; paints and paint thinners; pesticides and fertilizers; and various specialty chemicals for degreasing and cleanup applications. Additionally, truck traffic in high volume is expected at the site, and trucks contain fuel products and lubricants of a hazardous nature.

In general these chemicals are not stored in bulk quantities, but based on the proximity of the first groundwater onsite, the permeability of soil materials, and the stormwater drainage directly to waters of the state; a small release of hazardous materials onsite has the potential to expose persons and the environment to substantial adverse effects including the risk of loss, injury, or death.

Angela Reynolds
May 3, 2004
Page 6

G) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

The site is located next to the Alamos Generating Station, 690 North Studebaker Road, operated by the Pacific Gas and Electric Company (PG&E). A Phase I Environmental Site Assessment conducted for the generating station in 1997 determined that two oil spills had been recorded for the property. No further details were available to the author at the time of this response, but the status of the oil releases will need to be investigated.

California state law provides that no amount of waste oil is acceptable for release to the subsurface. If waste oil has been released, it could potentially expose persons and the environment to substantial adverse effects including the risk of loss, injury, or death.

PG&E has been the source of numerous releases of solvents, fuels, metals, and waste oil into the environment at a substantial number of sites in California, and has been shown to resist efforts to disclose those releases to the public and regulatory community. A thorough investigation of the site subsurface conditions including the collection of soil and grab groundwater samples is recommended, along with characterization of any structures, tankage, or residual equipment related to former operations onsite.

The generating station historically released acid laden gas as a byproduct of the steam generation, and the mist affected linens and surface finishes in the surrounding area. The potential for these materials to have created a dangerous condition in site soils has not been investigated, but is deserving of further attention. The sampling program should screen the site soils for metals, polyaromatic hydrocarbons, fuel compounds, and solvents. If any of these materials has been released onsite, it could potentially expose persons and the environment to substantial adverse effects including the risk of loss, injury, or death.

Please do not hesitate to contact me in the Hanover office at (530) 342-1333 if you have any questions or comments.

Sincerely,
Hanover, Inc.

Dana R. Brown, R.G.
Registered Geologist No. 7188



STATE OF CALIFORNIA

Board for Geologists and Geophysicists

CERTIFICATE

IT IS HEREBY CERTIFIED THAT

DANA R. BROWN

IS A DULY
REGISTERED GEOLOGIST

Certificate No. 7188

BOARD FOR GEOLOGISTS AND GEOPHYSICISTS

By

President

Executive Officer

This 15th day of May, 2001



COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR, THERE ARE MANY

POTENTIAL IMPACTS REGARDING THIS PROPOSAL:

1. LIGHT AND GLARE FROM BUILDING, PARKING AREA + SECURITY LIGHTING.
2. SUBSTANTIAL POLLUTANT CONCENTRATIONS, LONG TERM AIR QUALITY IMPACTS, CONSIDERABLE INCREASE IN AIR POLLUTANTS.
3. ENDANGERMENT TO WETLANDS, WILDLIFE
4. SITE IS CURRENTLY ON A HAZARDOUS MATERIAL LIST COMPILED BY THE GOVERNMENT. HAZARD TO THE PUBLIC INVOLVING RELEASE OF MATERIAL INTO ENVIRONMENT, USE OR DISPOSAL OF HAZARDOUS MATERIALS. CONCERNS OF THIS MATERIAL BECAUSE WITHIN ONE MILE OF AN EXISTING SCHOOL.
5. NOISE LEVEL IN EXCESS OF STANDARDS
6. SUBSTANTIAL INCREASE IN TRAFFIC, TRAFFIC LOAD AND CAPACITY ON STUDEBAKER, WESTMINSTER, 2ND STREET AND PCA (ALREADY CONGESTED).
7. THIS PROJECT WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS THRU AN INCREASE IN CRIME, VANDALISM, TRASH, LOITERING, NOISE, POLLUTION, TRAFFIC CONGESTION AND LOSS OF WETLANDS.

Please provide your mailing address below.

55 SEACREST COURT
LONG BEACH, CA 90803

☒ Check the box if you wish to be added to the EIR notification mailing list.

MARY ANN STUMP

Please print your name above

COMMENT SHEET

PROPOSED LONG BEACH HOME DEPOT

Please use the space below to provide comments on the proposed Long Beach Home Depot project, including key issues that should be addressed in the draft Environmental Impact Report (EIR). This form should be completed and returned to the address on the back. All comments must be received no later than Friday, April 23, 2004.

PLEASE PRINT

Regarding the proposed Long Beach Home Depot EIR,

Negative impact
due to Traffic and Air Quality.
Adverse effect on the wildlife &
Wetlands-

Project will cause substantial effects
through an increase in crime, vandalism,
trash, loitering, noise, pollution
traffic congestion & loss of wetlands.

Please provide your mailing address below.

DIANNA HEINE
7037 Mariner Way
Long Beach, CA.
90803

☒ Check the box if you wish to be
added to the EIR notification
mailing list.

Dianna Heine

Please print your name above

APPENDIX B

AIR QUALITY ANALYSIS (WITHOUT APPENDICES)

AIR QUALITY ANALYSIS

HOME DEPOT EAST LONG BEACH

Submitted to:

Angela Reynolds
Environmental and Advance Planning Officer
City of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

LSA Project No. CLB430

The logo consists of the letters 'LSA' in a stylized, blue, serif font. The letters are slightly shadowed, giving them a three-dimensional appearance as if they are floating or attached to a surface.

March 14, 2005

TABLE OF CONTENTS

INTRODUCTION	1
EXISTING ENVIRONMENTAL SETTING	3
THRESHOLDS OF SIGNIFICANCE	15
IMPACTS AND MITIGATION	17
AIR QUALITY MANAGEMENT PLAN CONSISTENCY	32
STANDARD CONDITIONS	32
ADDITIONAL RECOMMENDED MEASURES	33
CUMULATIVE IMPACTS	34
REFERENCES	34

APPENDICES

- A: URBEMIS2002 MODEL PRINTOUTS
- B: CALINE4 CO HOTSPOTS MODEL PRINTOUTS

FIGURES AND TABLES

FIGURES

Figure 1: Project Location Map.....	2
Figure 2: Site Plan	4

TABLES

Table A: Ambient Air Quality Standards (AAQS)	5
Table B: Summary of Potential Health and Environmental Effects of the Major Criteria Air Pollutants	7
Table C: Attainment Status of Criteria Pollutants in the South Coast Air Basin	10
Table D: Ambient Air Quality at the North Long Beach Air Monitoring Station	13
Table E: Emissions from Construction Equipment Exhaust—Demolition and Grading	17
Table F: Peak Grading Day—Total Emissions (lbs/day)	19
Table G: Home Depot Operational Emissions	21
Table H: Existing Weekday CO Concentrations	24
Table I: Existing Weekend CO Concentrations	26
Table J: 2006 Weekday CO Concentrations	28
Table K: 2006 Weekend CO Concentrations	30

INTRODUCTION

This air quality impact analysis has been prepared to evaluate potential air quality impacts and mitigation measures associated with the proposed retail center development in the City of Long Beach, Los Angeles County, California. The air quality study provides a discussion of the proposed project, the physical setting of the project area, and the regulatory framework for air quality. The analysis provides data on existing air quality, evaluates potential air quality impacts associated with the proposed project, and identifies mitigation measures recommended for potentially significant impacts. Modeled air quality levels are based upon vehicle data and project trip generation included in a traffic study prepared for the proposed project (LSA Associates, Inc. [LSA], December 2004).

The evaluation was prepared in conformance with appropriate standards, utilizing procedures and methodologies in the South Coast Air Quality Management District (SCAQMD) *CEQA* [California Environmental Quality Act] *Air Quality Handbook* (SCAQMD, April 1993).

Project Location

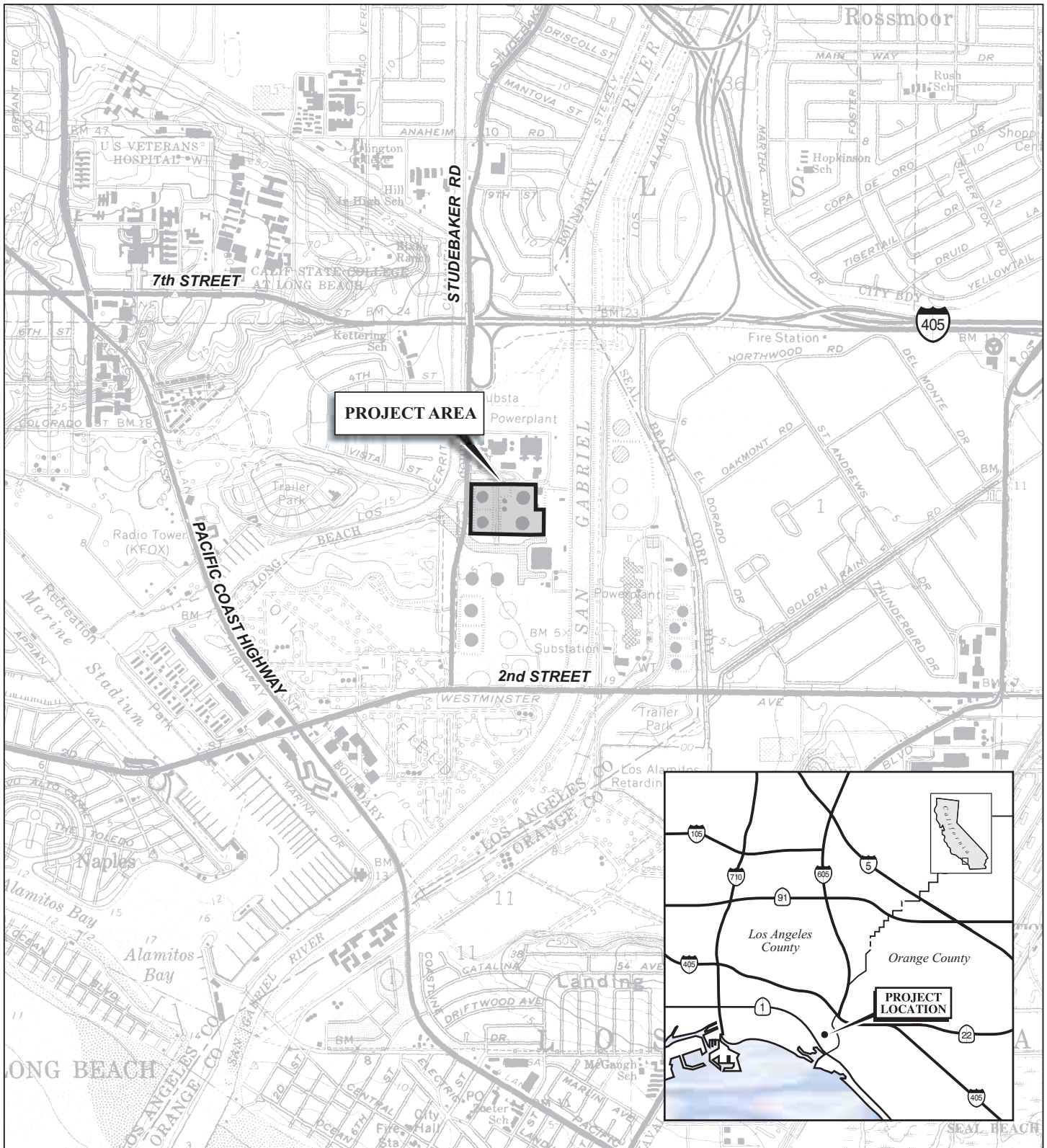
The proposed project site is located in the City of Long Beach. Comprising 16.5 acres, the proposed project site is located at 400 Studebaker Road at the intersection of Studebaker and Loynes Drive. There are intake channels from the Los Cerritos Channel immediately surrounding the project site to the north and south used to provide water for cooling purposes at the power plants. Beyond the intake channels, there are two electric generating plants operated by AES Alamos LLC, and the Los Angeles Department of Water & Power Haynes Generating Station is located to the southeast across the San Gabriel River. There is also a petroleum storage tank farm operated by Pacific Energy located to the south. Studebaker Road forms the western boundary of the proposed project site. Figure 1 shows the project location.

Project Site Existing Setting

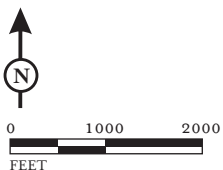
The site has been developed with large storage tanks (built between 1957 and 1962) and pipelines, a former hazardous materials storage area, and a sump area. Prior use includes operation as part of an interconnected terminal and distribution network for various petroleum-based fuels. The storage tanks are no longer used. An existing distribution facility for petroleum is to remain in place along the project's northern boundary. The facility occupies 1.5 acres of the 17.8-acre site.

Project Description

The proposed project is a mixed-use retail-commercial development to be anchored by a Home Depot. The project includes 157,529 square feet of commercial space including a 104,886-square-foot home improvement store with a 34,643-square-foot garden center; a 6,000-square-foot sit-down restaurant with an approximately 2,050-square-foot outdoor eating area; and 12,000 square feet of other retail uses. A total of 737 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements. Access to the site will be provided by a new primary entry at the signalized intersection of Studebaker Road and Loynes Drive and by two new secondary entries providing right-in/right-out access from Studebaker Road. Figure 2 is a site plan for the proposed project.



LSA



SOURCE: USGS 7.5' Quads - Seal Beach & Los Alamitos, Ca.

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FIGURE 1

Home Depot East Long Beach
Project Location

Methodology Related To Air Quality Impact Assessment

Evaluation of air quality impacts associated with a proposed commercial project typically includes the following:

- Determine the short-term construction air quality impacts on off-site air quality-sensitive uses
- Determine the long-term air quality impacts, including vehicular traffic and aircraft activities, on on-site air quality-sensitive uses
- Determine mitigation measures required to reduce long-term, on-site air quality impacts from all sources

EXISTING ENVIRONMENTAL SETTING

The project site is located within the City of Long Beach, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The air quality assessment for the proposed project includes estimating emissions associated with both short-term construction and long-term operation of the proposed project.

A number of air quality modeling tools is available to assess air quality impacts of projects. Moreover, certain air districts, such as the SCAQMD, have created guidelines and requirements for air quality analyses. The SCAQMD's current guidelines, included in its CEQA Air Quality Handbook (April 1993), were adhered to in the assessment of air quality impacts for the proposed project.

Regional Air Quality

Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for six air pollutants. As shown in Table A, these pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter with a diameter of 10 microns or less (PM_{10}), and lead. In July 1997, the U.S. Environmental Protection Agency (EPA) adopted new standards for eight-hour ozone and for fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State of California has established a set of episode criteria for O_3 , CO, NO_2 , SO_2 , and PM_{10} . These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. Table B lists the health effects of these criteria pollutants and their potential sources. Because the concentration standards were set at a level that protects public health with adequate margin of safety (EPA), these health effects would not occur unless the standards are exceeded by a large margin. Among these pollutants, ozone (O_3) and particulate matter ($PM_{2.5}$ and PM_{10}) are considered regional pollutants while the others have more localized effects.

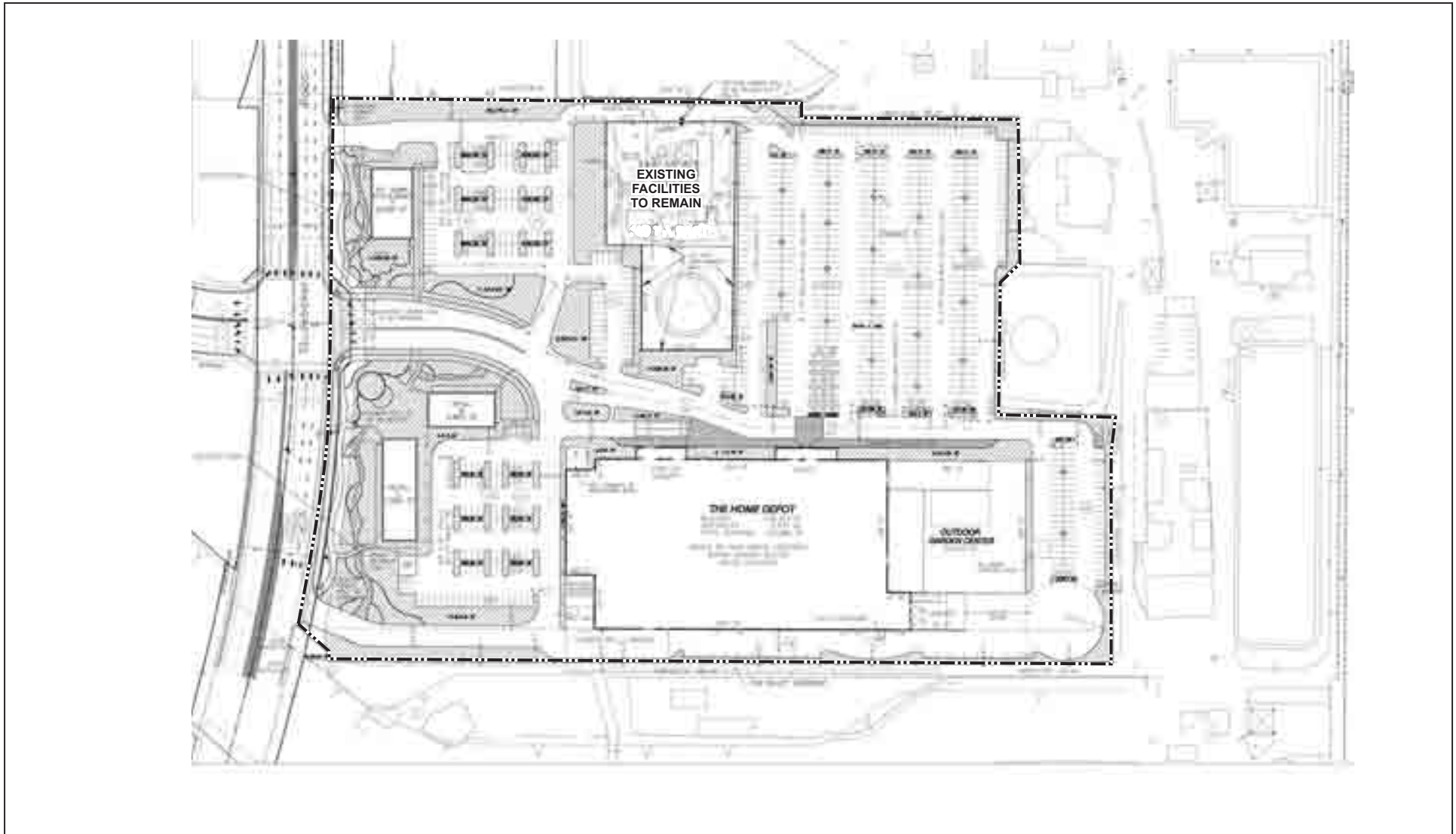


FIGURE 2

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- Project Area

Home Depot East Long Beach
Site Plan

Table A: Ambient Air Quality Standards (AAQS)

Pollutant	Averaging Time	California Standards ¹		Federal Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1-Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	0.12 ppm (235 µg/m ³) ⁸	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	--		0.08 ppm (157 µg/m ³) ⁸		
Respirable Particulate Matter (PM ₁₀)	24-Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		50 µg/m ³		
Fine Particulate Matter (PM _{2.5})	24-Hour	No Separate State Standard		65 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³		
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1-Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		--	--	--
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	--	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³) ⁸	Same as Primary Standard	Gas Phase Chemiluminescence
	1-Hour	0.25 ppm (470 µg/m ³)		--		
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	--	Ultraviolet Fluorescence	0.030 ppm (80 µg/m ³)	--	Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)	--	
	3-Hour	--		--	0.5 ppm (1300 µg/m ³)	
	1-Hour	0.25 ppm (655 µg/m ³)		--	--	
Lead ⁹	30 Day Average	1.5 µg/m ³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m ³	Same as Primary Standard	
Visibility Reducing Particles	8-Hour	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24-Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ⁹	24-Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: ARB (July 2003).

Footnotes:

- ¹ California standards for ozone; carbon monoxide (except Lake Tahoe); sulfur dioxide (1 and 24 hour); nitrogen dioxide; suspended particulate matter, PM₁₀; and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ² National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
- ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ⁴ Any equivalent procedure that can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.
- ⁸ New federal eight-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. Contact U.S. EPA for further clarification and current federal policies.
- ⁹ The ARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Table B: Summary of Potential Health and Environmental Effects of the Major Criteria Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O ₃)	Atmospheric reaction of organic gases with nitrogen oxides in the presence of sunlight.	Aggravation of respiratory and cardiovascular diseases. Irritation of eyes. Impairment of cardiopulmonary function. Plant leaf injury.
Nitrogen Dioxide (NO ₂)	Motor vehicle exhaust. High temperature stationary combustion. Atmospheric reactions.	Aggravation of respiratory illness. Reduced visibility. Reduced plant growth. Formation of acid rain.
Carbon Monoxide (CO)	By-products from incomplete combustion of fuels and other carbon containing substances, such as motor exhaust. Natural events, such as decomposition of organic matter.	Reduced tolerance for exercise. Impairment of mental function. Impairment of fetal development. Death at high levels of exposure. Aggravation of some heart diseases (angina).
Suspended Particulate Matter (PM _{2.5} and PM ₁₀)	Stationary combustion of solid fuels. Construction activities. Industrial processes. Atmospheric chemical reactions.	Reduced lung function. Aggravation of the effects of gaseous pollutants. Aggravation of respiratory and cardiorespiratory diseases. Increased cough and chest discomfort. Soiling. Reduced visibility.
Sulfur Dioxide (SO ₂)	Combustion of sulfur containing fossil fuels. Smelting of sulfur bearing metal ores. Industrial processes.	Aggravation of respiratory diseases (asthma, emphysema). Reduced lung function. Irritation of eyes. Reduced visibility. Plant injury. Deterioration of metals, textiles, leather, finishes, coatings, etc.
Lead (Pb)	Contaminated soil (e.g., from leaded fuels and lead based paints).	Impairment of blood function and nerve construction. Behavioral and hearing problems in children.

Source: ARB 2001.

The California Clean Air Act (CCAA) provides the SCAQMD with the authority to manage transportation activities at indirect sources. Indirect sources of pollution are generated when minor sources collectively emit a substantial amount of pollution. Examples of this are the motor vehicles at an intersection, a mall, and on highways. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the California Air Resources Board (ARB).

Climate/Meteorology. Air quality in the planning area is not only affected by various emission sources (mobile, industry, etc.) but by atmospheric conditions like wind speed, wind direction, temperature, and rainfall. The combination of topography, low mixing height, abundant sunshine, and emissions from the second largest urban area in the United States gives the Basin the worst air pollution problem in the nation.

Climate in the Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border, and high mountains surround the rest of the Basin. The Basin lies in the semi-permanent high-pressure zone of the eastern Pacific; the resulting climate is mild and tempered by cool ocean breezes. This climatological pattern is rarely interrupted. However, periods of extremely hot weather, winter storms and Santa Ana wind conditions do occur.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station closest to the site is the Long Beach Station.¹ The monthly average maximum temperature recorded at this station from April 1958 to July 2003 ranged from 66.9°F in January to 84.1°F in August, with an annual average maximum of 74.3°F. The monthly average minimum temperature recorded at this station ranged from 45.5°F in January to 64.9°F in August, with an annual average minimum of 54.7°F. January is typically the coldest month, and August is typically the warmest month in this area of the Basin.

Most rainfall in the Basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the Basin and along the coastal side of the mountains. The Long Beach climatological station monitored precipitation from April 1958 to July 2003. Average monthly rainfall during that period varied from 2.85 inches in February to 0.29 inch or less between May and October, with an annual total of 11.97 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

Although the Basin has a semiarid climate, air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. The dominant daily wind pattern is an onshore 8 to 12 miles per hour (mph) daytime breeze and an offshore 3 to 5 mph nighttime breeze. The typical wind flow pattern fluctuates only with occasional winter storms or strong northeasterly (Santa Ana) winds from

¹ Western Regional Climate Center, www.wrcc.dri.edu.

the mountains and deserts northeast of the Basin. Summer wind flow patterns represent worst-case conditions, because this is the period of higher temperatures and more sunlight, which results in the formation of ozone.

Winds in the Long Beach area are almost always driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes. At night, the wind generally slows and reverses direction, traveling towards the sea. Wind direction is altered by local canyons, with wind tending to flow parallel to the canyons. During the transition period from one wind pattern to another, the dominant wind direction rotates to the south and causes a minor wind direction maximum from the south. The frequency of calm winds (i.e., less than two miles per hour) is less than 10 percent. Therefore, there is little stagnation in the vicinity of the project, especially during busy daytime traffic hours.

During spring and early summer, pollution produced during any one day is typically blown out of the Basin through mountain passes or lifted by warm, vertical currents adjacent to mountain slopes. Air contaminants can be transported 60 miles or more from the Basin by ocean air during the afternoons. From early fall to winter, the transport is less pronounced because of slower average wind speed and the appearance of drainage winds earlier in the day. During stagnant wind conditions, offshore drainage winds may begin by late afternoon. Pollutants remaining in the Basin are trapped and begin to accumulate during the night and the following morning. A low morning wind speed in pollutant source areas is an important indicator of air stagnation and the potential for buildup of primary air contaminants.

Temperature normally decreases with altitude, and a reversal of this atmospheric state, where temperature increases with altitude, is called an inversion. The height from the Earth to the inversion base is known as the mixing height. Persistent low inversions and cool coastal air tend to create morning fog and low stratus clouds. Cloudy days are less likely in the eastern portions of the Basin and are about 25 percent more likely along the coast. The vertical dispersion of air pollutants in the Basin is limited by temperature inversions in the atmosphere close to the Earth's surface.

Inversions are generally lower in the nighttime, when the ground is cool, than during daylight hours when the sun warms the ground and, in turn, the surface air layer. As this heating process continues, the temperature of the surface air layer approaches the temperature of the inversion base, causing heating along its lower edge. If enough warming takes place, the inversion layer becomes weak and opens up to allow the surface air layers to mix upward. This can be seen in the middle to late afternoon on a hot summer day when the smog appears to clear up suddenly. Winter inversions typically break earlier in the day, preventing excessive contaminant buildup.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problem is accumulation of CO and NO_x due to extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog.

Air Pollution Constituents and Attainment Status. The following describes the six criteria air pollutants and their attainment status in the Basin based on ARB's Area Designations (Activities and Maps) (<http://www.arb.ca.gov/desig/desig.htm>). ARB provided U.S. EPA with California's recommendations for eight-hour ozone area designations on July 15, 2003. The recommendations and supporting data were an update to a report submitted to U.S. EPA in July 2000. On December 3, 2003, U.S. EPA published its proposed designations. U.S. EPA's proposal differs from the State's recommendations primarily on the appropriate boundaries for several nonattainment areas. ARB responded to U.S. EPA's proposal on February 4, 2004. U.S. EPA finalized the eight-hour ozone designations in April 2004.

Table C summarizes the attainment status in the Basin for the major criteria pollutants.

Table C: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O ₃ 1-hour	Nonattainment	Extreme Nonattainment
O ₃ 8-hour	No Standard	Severe-17 Nonattainment
PM ₁₀	Nonattainment	Serious Nonattainment
PM _{2.5}	No Standard	Nonattainment
CO	Nonattainment-transitional (only Los Angeles County)	Attainment (based on findings in the 2003 SCAQMD AQMP)
NO ₂	Attainment	Attainment/Maintenance
All others	Attainment/Unclassified	Attainment/Unclassified

Source: ARB 2004 (<http://www.arb.ca.gov/desig/desig.htm>).

Ozone. O₃ (smog) is formed by photochemical reactions between NO_x and reactive organic gases (ROG) rather than being directly emitted. O₃ is a pungent, colorless gas typical of Southern California smog. Elevated O₃ concentrations can result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, the elderly, and young children. O₃ levels peak during summer and early fall. The entire Basin is designated a nonattainment area for both federal and State one-hour O₃ standards. The EPA has classified the Basin as an "extreme" nonattainment area for the one-hour O₃ standard and has mandated that the Basin achieve attainment by 2010. The EPA has designated the Basin as Severe-17 nonattainment for the eight-hour O₃ standard, meaning that by 2021 the Basin must be in attainment.

Carbon Monoxide. CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. The entire Basin is designated a serious nonattainment area for federal CO standards. However, based on data monitored in the entire Basin, no CO violations have been recorded in the past three years for the federal CO standards. It is anticipated that the Basin will be reclassified to CO attainment status in the coming years. Only the Los Angeles County portion of

the SCAQMD district (this includes Long Beach) has been designated by the ARB to be a nonattainment/transitional area for State CO standards.

Nitrogen Oxides. NO₂, a reddish brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to as nitrogen oxides, or NO_x. NO_x is a primary component of the photochemical smog reaction. It also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition (i.e., acid rain). NO₂ may decrease lung function and may reduce resistance to infection. The entire Basin has not exceeded both federal and State standards for NO₂ in the past five years with published monitoring data. It is designated a maintenance area under federal standards and an attainment area under State standards.

Sulfur Dioxide. SO₂ is a colorless, irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO₂ levels. SO₂ may irritate the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight. The entire Basin is in attainment with both federal and State SO₂ standards.

Lead. Lead is found in old paints and coatings, plumbing, and a variety of other materials. Once in the bloodstream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead. The entire Basin is in attainment for federal and State lead standards.

Particulate Matter. Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles, PM₁₀, derive from a variety of sources, including windblown dust and grinding operations. Fuel combustion and resultant exhaust from power plants and diesel buses and trucks are primarily responsible for fine particle, PM_{2.5}, levels. Fine particles can also be formed in the atmosphere through chemical reactions. PM₁₀ can accumulate in the respiratory system and aggravate health problems such as asthma. The EPA's scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by current PM₁₀ standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. The entire Basin is a nonattainment area for federal and State PM₁₀ and PM_{2.5} standards.

Local Air Quality

The SCAQMD, together with the ARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring station closest to the site is the North Long Beach station, and its air

quality trends are representative of the ambient air quality in the project area. The pollutants monitored are CO, O₃, PM₁₀, PM_{2.5}, NO₂, and SO₂.²

The ambient air quality data in Table D show that NO₂, SO₂, and CO levels are below relevant State and federal standards at the North Long Beach station. The federal one-hour O₃ standard was exceeded one day in the last four years and the State standard was exceeded from zero to three days in each of the last four years. The federal eight-hour O₃ standard has not been exceeded since 1998. The State 24-hour PM₁₀ standard was exceeded from 2 to 10 days in each of the last four years but has not exceeded the federal 24-hour standard since 1984. The federal 24-hour PM_{2.5} standard was not exceeded in two of the last four years. Both the State and federal annual average PM_{2.5} standards have been exceeded every year since monitoring began in 1999

Regulatory Settings

Federal Regulations/Standards. Pursuant to the federal Clean Air Act (CAA) of 1970, the EPA established national ambient air quality standards (NAAQS) for six major pollutants, termed “criteria” pollutants. Criteria pollutants are defined as those pollutants for which the federal and State governments have established AAQS, or criteria, for outdoor concentrations in order to protect public health.

Data collected at permanent monitoring stations are used by the EPA to classify regions as “attainment” or “nonattainment,” depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas have additional restrictions as required by the EPA.

The EPA has designated the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) responsible for ensuring the Basin’s compliance with the CAA.

The EPA established new national air quality standards for ground-level O₃ and PM_{2.5} matter in 1997. On May 14, 1999, the Court of Appeals for the District of Columbia Circuit issued a decision ruling that the CAA, as applied in setting the new public health standards for O₃ and particulate matter, was unconstitutional as an improper delegation of legislative authority to the EPA. On February 27, 2001, the U.S. Supreme Court upheld the way the government sets air quality standards under the CAA. The court unanimously rejected industry arguments that the EPA must consider financial cost as well as health benefits in writing standards. The justices also rejected arguments that the EPA took lawmaking power from Congress when it set tougher standards for O₃ and particulate matter in 1997. Nevertheless, the court threw out the EPA’s policy for implementing new O₃ rules, saying that the agency ignored a section of the law that restricts its authority to enforce such rules.

In April 2003, the EPA was cleared by the White House Office of Management and Budget (OMB) to implement the eight-hour ground-level O₃ standard. The EPA issued the proposed rule implementing the eight-hour O₃ standard in April 2003. The EPA completed final eight-hour nonattainment status on April 15, 2004.

² Air quality data, 2001–2004; EPA and ARB Web sites.

Table D: Ambient Air Quality at the North Long Beach Air Monitoring Station

Pollutant	Standard	2004	2003	2002	2001
Carbon Monoxide (CO)					
Maximum 1-hr concentration (ppm)		4.2	5.5	5.8	6.0
Number of days exceeded:	State: > 20 ppm	0	0	0	0
	Federal: > 35 ppm	0	0	0	0
Maximum 8-hr concentration (ppm)		3.4	4.7	4.6	4.7
Number of days exceeded:	State: ≥ 9.0 ppm	0	0	0	0
	Federal: ≥ 9 ppm	0	0	0	0
Ozone (O₃)					
Maximum 1-hr concentration (ppm)		0.090	0.099	0.084	0.091
Number of days exceeded:	State: > 0.09 ppm	0	1	0	0
	Federal: > 0.12 ppm	0	0	0	0
Maximum 8-hr concentration (ppm)		0.074	0.0068	0.064	0.070
	Federal: > 0.08 ppm	0	0	0	0
Coarse Particulates (PM₁₀)					
Maximum 24-hr concentration (μg/m ³)		72	63	74	91
Number of days exceeded:	State: > 50 μg/m ³	2	4	5	10
	Federal: > 150 μg/m ³	0	0	0	0
Annual arithmetic average concentration (μg/m ³)		ND	33	36	37
Exceeded for the year:	State: > 20 μg/m ³	ND	Yes	Yes	Yes
	Federal: > 50 μg/m ³	ND	No	No	No
Fine Particulates (PM_{2.5})					
Maximum 24-hr concentration (μg/m ³)		61.0	115.2	62.7	72.9
	Federal: > 65 μg/m ³	0	0	0	1
Annual arithmetic average concentration (μg/m ³)		ND	18.0	19.5	21.2
Exceeded for the year:	State: > 12 μg/m ³	ND	Yes	Yes	Yes
	Federal: > 15 μg/m ³	ND	Yes	Yes	Yes
Nitrogen Dioxide (NO₂)					
Maximum 1-hr concentration (ppm)		0.12	0.14	0.13	0.12
Number of days exceeded:	State: > 0.25 ppm	0	0	0	0
Annual arithmetic average concentration (ppm)		ND	0.026	0.029	0.030
	Federal: > 0.053 ppm	ND	No	No	No
Sulfur Dioxide (SO₂)					
Maximum 1-hr concentration (ppm)		0.038	0.033	0.030	0.047
	State: > 0.25 ppm	0	0	0	0
Maximum 3-hr concentration (ppm)		0.026	0.020	0.026	0.027
	Federal: > 0.5 ppm	0	0	0	0
Maximum 24-hr concentration (ppm)		0.011	0.008	0.008	0.009
Number of days exceeded:	State: > 0.04 ppm	0	0	0	0
	Federal: > 0.14 ppm	0	0	0	0
Annual arithmetic average concentration (ppm)		0.006	0.002	0.002	0.003
Exceeded for the year:	Federal: > 0.030 ppm	No	No	No	No

Source: EPA and ARB, 2005.

ppm = parts per million

μg/m³ = microgram of pollutant per cubic meter of air

ND = No data available

The EPA issued the final PM_{2.5} implementation rule in fall 2004. The EPA issued final designations on December 14, 2004.

State Regulations/Standards. The State of California began to set California ambient air quality standards (CAAQS) in 1969 under the mandate of the Mulford-Carrell Act. The CAAQS are generally more stringent than the NAAQS. In addition to the six criteria pollutants covered by the NAAQS, there are CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are also listed in Table A.

Originally, there were no attainment deadlines for CAAQS. However, the CCAA of 1988 provided a time frame and a planning structure to promote their attainment. The CCAA required nonattainment areas in the State to prepare attainment plans and proposed to classify each such area on the basis of the submitted plan, as follows: moderate, if CAAQS attainment could not occur before December 31, 1994; serious, if CAAQS attainment could not occur before December 31, 1997; and severe, if CAAQS attainment could not be conclusively demonstrated at all.

The attainment plans are required to achieve a minimum 5 percent annual reduction in the emissions of nonattainment pollutants unless all feasible measures have been implemented. The Basin is currently classified a nonattainment area for four criteria pollutants.

Regional Air Quality Planning Framework. The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The federal CAA Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in nonattainment areas of the state.

The ARB coordinates and oversees both State and federal air pollution control programs in California. It oversees activities of local air quality management agencies and is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. The ARB maintains air quality monitoring stations throughout the State in conjunction with local air districts. Data collected at these stations are used by the ARB to classify air basins as “attainment” or “nonattainment” with respect to each pollutant and to monitor progress in attaining air quality standards. The ARB has divided the State into 15 air basins. Significant authority for air quality control within them has been given to local air districts that regulate stationary source emissions and develop local nonattainment plans.

Regional Air Quality Management Plan (AQMP). The SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the Basin. Every three years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. The SCAQMD adopted the 2003 AQMP in August 2003 and forwarded it to ARB for review and approval. The ARB approved a modified version of the 2003 AQMP and forwarded it to the EPA in October 2003 for review and approval.

The 2003 AQMP updates the attainment demonstration for the federal standards for O₃ and PM₁₀; replaces the 1997 attainment demonstration for the federal CO standard and provides a basis for a

maintenance plan for CO for the future; and updates the maintenance plan for the federal NO₂ standard that the Basin has met since 1992.

The 2003 AQMP proposes policies and measures to achieve federal and State standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under District jurisdiction (namely, Coachella Valley). The Coachella Valley PM₁₀ Plan was revised in June 2002 and forwarded to CARB and the EPA for approval. The EPA approved the 2002 CVSIP on April 18, 2003.

This revision to the AQMP also addresses several State and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. This AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the ozone SIP for the South Coast Air Basin for the attainment of the federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/1999 Plan) to offset increased emission estimates from mobile sources and meet all federal criteria pollutant standards within the time frames allowed under the federal Clean Air Act.

THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project would normally be considered to have a significant effect on air quality if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the SCAQMD's *CEQA Air Quality Handbook*. The criteria include daily emissions thresholds, compliance with State and national air quality standards, and consistency with the current AQMP. A summary of these thresholds, which were used in this document to determine whether or not a significant impact will occur, is provided below.

It should be noted that the emission thresholds were established based on the attainment status of the air basin in regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with adequate margin of safety (EPA), these emission thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

Thresholds for Construction Emissions

SCAQMD has established the following CEQA significance thresholds for construction emissions in the Basin:

- 75 pounds per day or 2.5 tons per quarter of reactive organic compounds (ROC)
- 100 pounds per day or 2.5 tons per quarter of NO_x
- 550 pounds per day or 24.75 tons per quarter of CO
- 150 pounds per day or 6.75 tons per quarter of PM₁₀
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides (SO_x)

Projects in the Basin with construction-related emissions that exceed any of the emission thresholds should be considered to be significant under CEQA.

Thresholds for Operational Emissions

The daily operational emissions “significance” thresholds for the Basin are as follows.

Emission Thresholds for Pollutants with Regional Effects. Projects with operations-related emissions that exceed any of the emission thresholds listed below are considered significant under the SCAQMD guidelines.

- 55 pounds per day of ROC
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of PM₁₀
- 150 pounds per day of SO_x

Local Microscale Concentration Standards. The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase one-hour CO concentrations by 1.0 part per million (ppm) or more or eight-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State one-hour CO standard of 20.0 ppm
- California State eight-hour CO standard of 9.0 ppm

IMPACTS AND MITIGATION

Construction Impacts

Air quality impacts would occur during the construction of the proposed project from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading and site preparation include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, demolition activities, as well as by soil disturbances from grading and backfilling. The following construction impact analysis summarizes construction emissions and associated impacts for the project site.

Construction Equipment Emissions. Grading and construction activities would cause combustion emissions from utility engines, heavy-duty construction vehicles, haul trucks, and vehicles transporting the construction crew. Exhaust emissions during grading and other construction activities envisioned on site vary daily as construction activity levels change. Peak grading days typically generate a larger amount of air pollutants than during other project construction days.

Prior to construction of the commercial center, four large and one smaller storage tanks and their associated pipings, the containment earth berms, a former hazardous material storage facility, and a sump will be removed. Contaminated soils that are determined to be hazardous will be transported to a State-approved facility and disposed of. Based on demolition estimates for a similar project, it is anticipated that demolition of the existing structures will take two to three weeks. Implementation of the proposed project will require the excavation of approximately 40,460 cubic yards of earth on site. Approximately 18,490 cubic yards of the excavated earth will be used as material for the construction of on-site embankments. Approximately 21,970 cubic yards of earth are to be exported off site. Equipment required would include two dozers working 10 hours per day during peak days, one piece of crushing equipment and one loader with eight hours a day each, haul trucks and trailers making a total of 60 trips per day traveling 30 miles each way, and one water truck traveling 15 miles on site per day, as shown in Table E.

Table E: Emissions from Construction Equipment Exhaust—Demolition and Grading

Source	Hours or Miles per Day	Pollutants (lbs/day)				
		CO	ROC	NO _x	SO _x	PM ₁₀
Demolition						
2 Dozers	10 hours	72	3.6	25	1.8	2.8
1 Loader	8 hours	4.6	1.8	15	1.5	1.4
1 Crushing Equip.	8 hours	5.4	1.2	13.6	1.144	1.12
1 Water Truck	15 miles	0.29	0.033	0.41	0.004	0.010
60 Haul Truck Trips	30 miles each	35	3.9	50	0.53	1.3
20 Worker Trips	40 miles each	8.8	0.42	1.1	0.005	0.016
Total Demolition		126	11	106	4.9	6.6
Grading						
1 Dozer	10 hours	36	1.8	13	0.90	1.4
2 Scrapers	8 hours	20	4.3	61	7.4	6.6
1 Excavator	8 hours	8.9	1.8	13.1	1.2	0.6

1 Water Truck	15 miles	0.29	0.033	0.41	0.004	0.010
40 Haul Truck Trips	30 miles each	23	2.6	33	0.35	0.84
20 Workers Trips	40 miles each	8.8	0.42	1.1	0.005	0.016
Total Grading		97	11	122	9.9	9.4
SCAQMD Threshold		550	75	100	150	150

Source: LSA Associates, Inc., March 2004.

The project will include the construction of an access road connecting existing Loynes Drive toward the middle portion of the commercial center where open parking areas are to be established adjoining Studebaker Road. This project also includes installation of the necessary infrastructure for the new commercial center including storm water drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications.

Grading and construction of the parking lots and building pads will take from one to two months. Equipment required would include construction equipment working as much as 10 hours per day during peak days, as shown in Table E. In addition, it is assumed there would be 20 workers on the site during demolition and 20 workers during grading, each traveling 40 miles per day to and from the site.

Emissions during the building erection phase would be lower than the peak daily emissions presented in Table E. Table E shows that construction equipment/vehicle emissions during demolition and grading periods would exceed only the SCAQMD-established daily threshold for NO_x.

Construction of the buildings uses different types of equipment on the project site than during grading periods. Similarities do exist in terms of equipment exhaust emissions and fugitive dust emissions. However, it is anticipated that emissions during construction would be below peak grading day emissions. Therefore, mitigation implemented for peak grading day emissions would be adequate to reduce emissions during construction periods.

Fugitive Dust. Fugitive dust emissions are generally associated with demolition, land clearing, exposure, and cut and fill operations. Dust generated daily during construction would vary substantially depending on the level of activity, the specific operations, and weather conditions. Nearby sensitive receptors and on-site workers may be exposed to blowing dust, depending upon prevailing wind conditions. Fugitive dust would also be generated as construction equipment or trucks travel on unpaved roads on the construction site.

Based on the construction assumptions for the proposed project and emission factors from the EPA AP-42 and the SCAQMD CEQA Air Quality Handbook, Table F lists the fugitive dust emissions during the grading periods. This table shows that without mitigation measures, fugitive dust emissions during the grading periods would exceed the SCAQMD threshold of 150 pounds per day during construction. With the implementation of standard conditions, such as frequent watering (e.g., minimum twice per day), fugitive dust emissions from construction activities are expected to be reduced by 50 percent or more, however, they would still exceed the SCAQMD threshold. If the soil is volatile organic compound (VOC)-contaminated, the SCAQMD Executive Officer must be notified by telephone within 24 hours of detection of the VOC-contaminated soil and a Rule 1166 permit obtained prior to grading.

Table F also lists total construction emissions (fugitive dust emissions and construction equipment exhausts) during the grading periods. Table F shows that during peak grading days, daily total construction emissions of NO_x and PM₁₀ would exceed the daily thresholds established by the SCAQMD even with SCAQMD standard air pollution control measures implemented. Therefore, short-term construction impacts to air quality will be significant and adverse. Emissions of other criteria pollutants would be below the thresholds.

Table F: Peak Grading Day—Total Emissions (lbs/day)

Category	CO	ROC	NO _x	SO _x	PM ₁₀
Vehicle/Equipment Exhaust (Table E)	97	10.9	121.6	9.9	9.4
Fugitive Dust from 10 Hours of Dozer Soil Disturbance: No Mitigation	—	—	—	—	330
Fugitive Dust from 10 Hours of Dozer Soil Disturbance: with Mitigation	—	—	—	—	165
Total Grading: No Mitigation	97	10.9	121.6	9.9	339
Total Grading: with Mitigation	97	10.9	121.6	9.9	174
SCAQMD Threshold	550	75	100	150	150
Exceeds SCAQMD Threshold?	No	No	Yes	No	Yes

Source: LSA Associates, Inc., March 2004.

Architectural Coatings. Architectural coatings applied during construction contain VOCs that are similar to ROCs and are part of the O₃ precursors. At this stage of project planning, no detailed architectural coatings information is available. Compliance with the SCAQMD Rule 1113 on the use of architectural coatings should be considered sufficient. An estimate can be made using basic site plan information that shows one large building and several smaller buildings with a total floor area of 157,529 square feet. A very rough approximation of exterior wall area, based on planned floor space, gives an approximate 45,250-square-foot area to cover, using the SCAQMD CEQA VOC emission factor for architectural coatings of 2.08 lbs/gal and assuming a 1 mil thick coat translates to 18.5 lbs VOC per 1,000 square feet of coating. This predicts a total project emission of 840 lbs of VOC. Assuming a one-month period of coating application and 22 work days per month, the result is 38 lbs of VOC emitted per day from the application of architectural coatings. These emissions would occur after grading activities, near the end of the construction phase. Therefore, this VOC emission is the principal air emission and is below the SCAQMD threshold. Therefore, short-term impacts to air quality from architectural coating applications will be less than significant.

Diesel Toxics Analysis

The following discussion of diesel toxics evaluates two issues: (1) the general health risks of air toxics and the current contribution of diesel trucks to those risks; and (2) the project's potential air toxics impact.

Chemicals surround us all our lives; some are beneficial, some are harmful, and some are necessary for good health in small amounts but harmful in larger amounts. Determining how hazardous a substance is depends on many factors, including the amount, how it enters the body, how long the exposure is, and what organs in the body are affected. One major way these substances enter the body is through inhalation in either gas or particulate form. While many gases are harmful, very small particles penetrate deep into the lungs, contributing to a range of health problems. Exhaust from diesel engines is a major source of these airborne particles. California's Office of Environmental Health Hazard Assessment (OEHHA) has determined that long-term exposure to diesel exhaust particulate poses the highest cancer risk of any toxic air contaminant it has evaluated. Fortunately, improvements to diesel fuel and diesel engines have already reduced emissions of some of the pollutants associated with diesel exhaust. The ARB has developed a Diesel Risk Reduction Plan which, when fully implemented, will result in a 75 percent reduction in particle emissions from diesel equipment by 2010 (compared to 2000 levels) and an 85 percent reduction by 2020 (OEHHA, 2004).

It is not expected that construction of this project will cause a significant long-term increase in toxic air constituents in the project vicinity. When considering health impacts from diesel PM, the exposure period analyzed is 70 years, or an entire lifespan. Construction traffic and equipment would cease to occur after project construction is complete (no more than one to two years). Therefore, the emissions from construction have no significant impact on the health risk to nearby residents. There will be long-term use of diesel delivery trucks; however, when comparing the number of diesel truck trips anticipated with health risk analyses of similar projects, potential impacts from air toxics associated with diesel trucks would be less than significant.

Long-Term Regional Air Quality Impacts

Long-term air emission impacts are those associated with stationary and mobile sources related to any change to the proposed project. The proposed commercial use would result in both stationary and mobile sources. The stationary source emissions from the commercial uses would come from the consumption of natural gas. Based on the *Traffic Impact Analysis* prepared for this project (LSA, December 2004), implementation of the proposed project would generate 5,783 daily trips on weekdays and 8,503 on weekends. Long-term operational emissions associated with the proposed project, calculated with the URBEMIS 2002 model, are shown in Table G and show the impact of the project. Emissions from the project related mobile sources would exceed CO, ROC, and NO_x thresholds based on emission factors for year 2004. SO₂ and PM₁₀ emissions would not exceed thresholds. Therefore, the project-related long-term air quality impacts would be significant. To reduce regional impacts, the following standard features will be implemented as part of the project:

- Trees will be planted to provide shade and shadow to buildings; and
- Energy efficient low-pressure sodium parking lot lights will be used.

Because most of the project's air quality impacts are generated by vehicle emissions, these project design features do not substantially reduce any long-term air quality impacts of the project. Therefore, impacts remain significant and adverse.

Despite great progress in air quality improvement, approximately 146 million people nationwide lived in counties with pollution levels above the NAAQS in 2002. Out of the 230 nonattainment areas

identified during the 1990 Clean Air Act Amendment designation process, 124 areas remain as nonattainment today. In these nonattainment areas, however, the severity of air pollution episodes has decreased. Air quality in the South Coast Air Basin in the past twenty years has improved steadily and dramatically, even with the tremendous increase in population and vehicles and other sources.

As shown in Table B, long term exposure to elevated levels of criteria pollutants could result in potential health effects. However, as stated in the Thresholds of Significance, emission thresholds established by the air district are used to manage total regional emissions within an air basin, based on the air basin attainment status for criteria pollutants. These emission thresholds were established for individual projects that would contribute to regional emissions and pollutant concentrations that may affect or delay the projected attainment target year for certain criteria pollutants.

Because of the conservative nature of the thresholds and the basin-wide context of an individual project's emissions, there is no direct correlation of a single project to localized health effects. One individual project having emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like NO_x and ROC.

Based on the above discussion, the potential for an individual project to significantly deteriorate regional air quality or contribute to significant health risk is small, even if the emission thresholds are exceeded by the project. Because of the overall improvement trend on air quality in the air basin, it is unlikely the regional air quality or health risk would worsen from the current condition due to emissions from an individual project.

Table G: Home Depot Operational Emissions

Source	Pollutants, lbs/day				
	CO	ROG	NO _x	SO ₂	PM ₁₀
Weekday					
Sit-Down Restaurant	81	6.4	11	0.06	5.8
Shopping Center	177	14	24	0.14	13
Home Depot	431	34	58	0.33	31
Total weekday emissions	689	54	93	0.53	50
Weekend					
Sit-Down Restaurant	101	7.9	13	0.08	7.2
Shopping Center	251	20	34	0.20	18
Home Depot	660	52	89	0.51	47
Total weekend emissions	1,012	80	136	0.79	72
SCAQMD Threshold	550	55	55	150	150
Exceed SCAQMD Threshold?³	Yes/Yes	No/Yes	Yes/Yes	No/No	No/No
Significant Air Quality Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc., December 2004.

³ Reporting status for weekday/weekend scenarios

Long-Term Microscale (CO Hot Spot) Analysis

Vehicular trips associated with the proposed project would contribute to the congestion at intersections and along roadway segments in the project vicinity. Localized air quality effects would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. The primary mobile source pollutant of local concern is CO. CO is a direct function of vehicle idling time and, thus, traffic flow conditions. CO transport is extremely limited; it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, CO concentrations proximate to a congested roadway or intersection may reach unhealthful levels affecting local sensitive receptors (residents, school children, the elderly, hospital patients, etc). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentration, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the North Long Beach station, the closest station with monitored CO data, showed a highest recorded one hour concentration of 9.7 ppm (State standard is 20 ppm) and a highest eight hour concentration of 5.7 ppm (State standard is 9 ppm) during the past three years (see Table D).

The highest CO concentrations would occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst case analysis. Based on the *Traffic Impact Analysis* (LSA 2004), CO hot spot analyses were conducted for existing and future cumulative conditions. The impact on local carbon monoxide levels was assessed with the ARB approved CALINE4 air quality model, which allows microscale CO concentrations to be estimated along roadway corridors or near intersections. This model is designed to identify localized concentrations of carbon monoxide, often termed "hot spots." A brief discussion of input to the CALINE4 model follows. The analysis was performed for the worst case wind angle and wind speed condition and is based upon the following assumptions:

- Selected modeling locations represent the intersections closest to the project site, with the highest project related vehicle turning movements and the worst level of service deterioration;
- Twenty receptor locations with the possibility of extended outdoor exposure from 12 to 24 meters (approximately 39 to 79 feet) of the roadway centerline near intersections were modeled to determine carbon monoxide concentrations;
- The calculations assume a meteorological condition of almost no wind (0.5 meter/ second), a suburban topographical condition between the source and receptor, and a mixing height of 1,000 meters, representing a worst case scenario for CO concentrations;
- CO concentrations are calculated for the one hour averaging period and then compared to the one hour standards. CO eight hour averages are extrapolated using techniques outlined in the SCAQMD CEQA Air Quality Handbook, October 1993, and compared to the eight hour standards; a persistence factor of 0.7 was used to predict the eight hour concentration in an attainment area;
- Concentrations are given in ppm at each of the receptor locations;

- The “at-grade” link option with speed adjusted based on average cruise speed and number of vehicles per lane per hour was used rather than the “intersection” link selection in the CALINE4 model (Department has suggested that the “intersection” link should not be used due to an inappropriate algorithm based on outdated vehicle distribution). Emission factors from the EMFAC2002 model for all vehicles based on the adjusted speed for the year 2004 was used for the vehicle fleet; and
- The highest level of the second highest 1-hour and 8-hour CO concentrations monitored at the North Long Beach station in the past three years were used as background concentrations; 5.9 ppm for the one hour CO and 4.6 ppm for the eight hour CO. The “background” concentrations are then added to the model results for future with and without the proposed project conditions.

The proposed project would contribute to increased CO concentrations at intersections in the project vicinity. As shown in Tables H and I, under the existing conditions, all 11 intersections analyzed would have the one-hour and eight-hour CO concentrations below the federal and State standards. The existing CO concentrations are from current traffic in the vicinity of these intersections.

One future year scenario was evaluated for traffic impacts from the proposed project: the project build out year (2006). It is anticipated that emissions, including CO, in the future years will decrease with technology advancement. For this scenario, traffic volumes projected for year 2006 were used, with the year 2006 emission factors for CO. The current year (2004) background CO concentrations at the North Long Beach station were used for the future opening year (2006) conditions. Tables J and K

Table H: Existing Weekday CO Concentrations⁴

Intersection	Receptor to Road Centerline Distance (Meters)	Existing One-Hour CO Concentration (ppm)	Existing Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
				1-Hr	8-Hr
Pacific Coast Highway and 2nd St.	24	10.6	7.9	No	No
	24	10.6	7.9	No	No
	22	10.4	7.8	No	No
	21	10.1	7.5	No	No
Pacific Coast Highway and Loynes Dr.	21	8.4	6.4	No	No
	19	8.4	6.4	No	No
	19	8.4	6.4	No	No
	17	8.4	6.4	No	No
Pacific Coast Highway and Bellflower Blvd.	20	8.0	6.1	No	No
	18	8.0	6.1	No	No
	17	7.9	6.0	No	No
	16	7.9	6.0	No	No
Pacific Coast Highway and 7th St.	21	11.5	8.5	No	No
	21	11.2	8.3	No	No
	17	11.0	8.2	No	No
	16	10.9	8.1	No	No
Pacific Coast Highway and Studebaker Rd.	17	9.7	7.3	No	No
	15	9.7	7.3	No	No
	15	9.7	7.3	No	No
	15	9.4	7.1	No	No
Bixby Village and Loynes Dr.	14	6.8	5.2	No	No
	14	6.8	5.2	No	No
	14	6.8	5.2	No	No
	14	6.8	5.2	No	No
Studebaker Rd. and Loynes Dr.	17	8.6	6.5	No	No
	17	8.5	6.4	No	No
	14	8.4	6.4	No	No
	14	8.3	6.3	No	No
Studebaker Rd. and SR-22 EB ramps	15	8.9	6.7	No	No
	14	8.8	6.6	No	No
	14	8.7	6.6	No	No
	14	8.7	6.6	No	No
Studebaker Rd. and SR-22 WB ramps	15	9.2	6.9	No	No
	14	9.1	6.8	No	No
	14	9.0	6.8	No	No
	14	8.7	6.6	No	No
Studebaker Rd. and 2nd St.	17	9.1	6.8	No	No
	17	8.6	6.5	No	No
	17	8.5	6.4	No	No
	14	8.4	6.4	No	No

⁴ Includes ambient one-hour concentration of 5.9 ppm and ambient eight-hour concentration of 4.6 ppm. Measured at the 3648 North Long Beach Boulevard, Long Beach, CA, AQ Station (Los Angeles County).

Intersection	Receptor to Road Centerline Distance (Meters)	Existing One-Hour CO Concentration (ppm)	Existing Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
				1-Hr	8-Hr
Studebaker Rd. and AES plant driveway	14	8.4	6.4	No	No
	14	8.3	6.3	No	No
	14	8.3	6.3	No	No
	12	8.3	6.3	No	No

Source: LSA Associates, Inc., December 2004.

Table I: Existing Weekend CO Concentrations⁵

Intersection	Receptor to Road Centerline Distance (Meters)	Existing One-Hour CO Concentration (ppm)	Existing Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
				1-Hr	8-Hr
Pacific Coast Highway and 2nd St.	24	9.3	7.0	No	No
	24	9.3	7.0	No	No
	22	9.3	7.0	No	No
	21	9.2	6.9	No	No
Pacific Coast Highway and Loynes Dr.	21	7.9	6.0	No	No
	19	7.9	6.0	No	No
	19	7.8	5.9	No	No
	19	7.8	5.9	No	No
Pacific Coast Highway and Bellflower Blvd.	20	7.9	6.0	No	No
	18	7.8	5.9	No	No
	17	7.8	5.9	No	No
	16	7.8	5.9	No	No
Pacific Coast Highway and 7th St.	21	9.1	6.8	No	No
	21	9.0	6.8	No	No
	17	8.8	6.6	No	No
	16	8.8	6.6	No	No
Pacific Coast Highway and Studebaker Rd.	17	9.1	6.8	No	No
	15	8.9	6.7	No	No
	15	8.9	6.7	No	No
	15	8.7	6.6	No	No
Bixby Village and Loynes Dr.	15	6.5	5.0	No	No
	14	6.5	5.0	No	No
	14	6.4	5.0	No	No
	14	6.4	5.0	No	No
Studebaker Rd. and Loynes Dr.	17	8.0	6.1	No	No
	14	8.0	6.1	No	No
	14	7.9	6.0	No	No
	14	7.9	6.0	No	No
Studebaker Rd. and SR-22 EB ramps	15	7.8	5.9	No	No
	14	7.8	5.9	No	No
	14	7.7	5.9	No	No
	14	7.7	5.9	No	No
Studebaker Rd. and SR-22 WB ramps	15	7.6	5.8	No	No
	14	7.5	5.7	No	No
	14	7.5	5.7	No	No
	14	7.4	5.7	No	No
Studebaker Rd. and 2nd St.	17	8.9	6.7	No	No
	17	8.5	6.4	No	No
	17	8.4	6.4	No	No
	14	8.2	6.2	No	No

⁵ Includes ambient one-hour concentration of 5.9 ppm and ambient eight-hour concentration of 4.6 ppm. Measured at the 3648 North Long Beach Boulevard, Long Beach, CA, AQ Station (Los Angeles County).

Intersection	Receptor to Road Centerline Distance (Meters)	Existing One-Hour CO Concentration (ppm)	Existing Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
				1-Hr	8-Hr
Studebaker Rd. and AES plant driveway	14	7.8	5.9	No	No
	14	7.8	5.9	No	No
	14	7.8	5.9	No	No
	12	7.8	5.9	No	No

Source: LSA Associates, Inc., December 2004.

Table J: 2006 Weekday CO Concentrations⁶

Intersection	Receptor to Road Centerline Distance (Meters)	Project Related Increase 1-hr/8-hr (ppm)	Without/With Project One-Hour CO Concentration (ppm)	Without/With Project Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
					1-Hr	8-Hr
Pacific Coast Highway and 2nd St.	24/24	0.1/0.1	10.2/10.3	7.6/7.7	No	No
	24/24	0.0/0.0	10.2/10.2	7.6/7.6	No	No
	22/22	0.1/0.0	10.0/10.1	7.5/7.5	No	No
	21/21	0.0/0.0	9.9/9.9	7.4/7.4	No	No
Pacific Coast Highway and Loynes Dr.	21/19	0.0/0.0	8.3/8.3	6.3/6.3	No	No
	19/19	0.0/0.0	8.2/8.2	6.2/6.2	No	No
	19/17	0.1/0.1	8.1/8.2	6.1/6.2	No	No
	17/17	0.0/0.0	8.1/8.1	6.1/6.1	No	No
Pacific Coast Highway and Bellflower Blvd.	20/20	0.0/0.0	8.1/8.1	6.1/6.1	No	No
	18/18	0.0/0.0	8.1/8.1	6.1/6.1	No	No
	16/17	0.0/0.0	8.1/8.1	6.1/6.1	No	No
	16/16	0.0/0.0	8.0/8.0	6.1/6.1	No	No
Pacific Coast Highway and 7th St.	21/21	0.1/0.1	10.8/10.9	8.0/8.1	No	No
	21/21	0.0/0.0	10.6/10.6	7.9/7.9	No	No
	17/17	0.0/0.0	10.5/10.5	7.8/7.8	No	No
	16/16	0.0/0.0	10.4/10.4	7.8/7.8	No	No
Pacific Coast Highway and Studebaker Rd.	17/17	0.0/0.0	9.4/9.4	7.1/7.1	No	No
	15/15	0.0/0.0	9.3/9.3	7.0/7.0	No	No
	15/15	0.0/0.0	9.3/9.3	7.0/7.0	No	No
	15/15	0.0/0.0	9.1/9.1	6.8/6.8	No	No
Bixby Village and Loynes Dr.	14/14	0.1/0.0	6.7/6.8	5.2/5.2	No	No
	14/14	0.0/0.0	6.7/6.7	5.2/5.2	No	No
	14/14	0.0/0.0	6.7/6.7	5.2/5.2	No	No
	14/14	0.0/0.0	6.7/6.7	5.2/5.2	No	No
Studebaker Rd. and Loynes Dr.	17/17	0.1/0.1	8.5/8.6	6.4/6.5	No	No
	17/17	0.1/0.0	8.4/8.5	6.4/6.4	No	No
	15/15	0.1/0.1	8.3/8.4	6.3/6.4	No	No
	15/15	0.1/0.1	8.3/8.4	6.3/6.4	No	No
Studebaker Rd. and SR-22 EB ramps	15/15	0.1/0.1	8.6/8.7	6.5/6.6	No	No
	15/14	0.1/0.1	8.6/8.7	6.5/6.6	No	No
	14/14	0.1/0.0	8.4/8.5	6.4/6.4	No	No
	14/14	0.1/0.0	8.4/8.5	6.4/6.4	No	No
Studebaker Rd. and SR-22 WB ramps	15/15	0.1/0.1	9.3/9.4	7.0/7.1	No	No
	14/14	0.1/0.1	9.2/9.3	6.9/7.0	No	No
	14/14	0.1/0.1	9.1/9.2	6.8/6.9	No	No
	14/14	0.0/0.0	8.9/8.9	6.7/6.7	No	No
Studebaker Rd. and 2nd St.	17/17	0.6/0.4	9.3/9.9	7.0/7.4	No	No
	17/17	0.5/0.4	8.8/9.3	6.6/7.0	No	No
	17/17	0.5/0.3	8.7/9.2	6.6/6.9	No	No
	14/14	0.5/0.3	8.6/9.1	6.5/6.8	No	No

⁶ Includes ambient one-hour concentration of 5.9 ppm and ambient eight-hour concentration of 4.6 ppm. Measured at the 3648 North Long Beach Boulevard, Long Beach, CA, AQ Station (Los Angeles County).

Intersection	Receptor to Road Centerline Distance (Meters)	Project Related Increase 1-hr/8-hr (ppm)	Without/With Project One-Hour CO Concentration (ppm)	Without/With Project Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
					1-Hr	8-Hr
Studebaker Rd. and AES plant driveway	14/14	0.1/0.0	8.4/8.5	6.4/6.4	No	No
	14/14	0.1/0.0	8.4/8.5	6.4/6.4	No	No
	12/14	0.0/0.0	8.4/8.4	6.4/6.4	No	No
	12/12	0.1/0.1	8.3/8.4	6.3/6.4	No	No

Source: LSA Associates, Inc., December 2004.

Table K: 2006 Weekend CO Concentrations⁷

Intersection	Receptor to Road Centerline Distance (Meters)	Project Related Increase 1-hr/8-hr (ppm)	Without/With Project One-Hour CO Concentration (ppm)	Without/With Project Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
					1-Hr	8-Hr
Pacific Coast Highway and 2nd St.	24/24	0.6/0.4	9.2/9.8	6.9/7.3	No	No
	24/24	0.6/0.5	9.1/9.7	6.8/7.3	No	No
	22/22	0.5/0.4	9.1/9.6	6.8/7.2	No	No
	21/21	0.5/0.4	9.1/9.6	6.8/7.2	No	No
Pacific Coast Highway and Loynes Dr.	21/21	0.0/0.0	8.0/8.0	6.1/6.1	No	No
	19/19	0.0/0.0	8.0/8.0	6.1/6.1	No	No
	19/19	0.0/0.0	7.9/7.9	6.0/6.0	No	No
	19/19	0.0/0.0	7.9/7.9	6.0/6.0	No	No
Pacific Coast Highway and Bellflower Blvd.	20/20	0.1/0.1	7.8/7.9	5.9/6.0	No	No
	18/18	0.1/0.0	7.7/7.8	5.9/5.9	No	No
	17/17	0.1/0.0	7.7/7.8	5.9/5.9	No	No
	16/16	0.1/0.0	7.7/7.8	5.9/5.9	No	No
Pacific Coast Highway and 7th St.	21/21	0.0/0.0	9.1/9.1	6.8/6.8	No	No
	21/21	0.0/0.0	9.1/9.1	6.8/6.8	No	No
	17/17	0.2/0.2	8.8/9.0	6.6/6.8	No	No
	16/16	0.1/0.1	8.8/8.9	6.6/6.7	No	No
Pacific Coast Highway and Studebaker Rd.	17/17	0.0/0.0	9.4/9.4	7.1/7.1	No	No
	17/15	0.0/0.0	9.2/9.2	6.9/6.9	No	No
	15/15	0.1/0.1	9.1/9.2	6.8/6.9	No	No
	15/15	0.1/0.0	9.0/9.1	6.8/6.8	No	No
Bixby Village and Loynes Dr.	15/15	0.2/0.1	6.4/6.6	5.0/5.1	No	No
	14/15	0.1/0.0	6.4/6.5	5.0/5.0	No	No
	14/14	0.1/0.0	6.4/6.5	5.0/5.0	No	No
	14/14	0.1/0.0	6.4/6.5	5.0/5.0	No	No
Studebaker Rd. and Loynes Dr.	17/17	0.4/0.3	7.8/8.2	5.9/6.2	No	No
	15/17	0.3/0.2	7.8/8.1	5.9/6.1	No	No
	15/15	0.4/0.2	7.7/8.1	5.9/6.1	No	No
	15/15	0.4/0.2	7.7/8.1	5.9/6.1	No	No
Studebaker Rd. and SR-22 EB ramps	15/15	0.2/0.2	7.8/8.0	5.9/6.1	No	No
	15/15	0.2/0.2	7.8/8.0	5.9/6.1	No	No
	14/14	0.2/0.1	7.7/7.9	5.9/6.0	No	No
	14/14	0.1/0.0	7.7/7.8	5.9/5.9	No	No
Studebaker Rd. and SR-22 WB ramps	15/15	0.4/0.3	7.5/7.9	5.7/6.0	No	No
	14/14	0.3/0.2	7.5/7.8	5.7/5.9	No	No
	14/14	0.3/0.2	7.5/7.8	5.7/5.9	No	No
	14/14	0.3/0.2	7.3/7.6	5.6/5.8	No	No
Studebaker Rd. and 2nd St.	17/17	0.2/0.2	9.1/9.3	6.8/7.0	No	No
	17/17	0.2/0.1	8.6/8.8	6.5/6.6	No	No
	17/14	0.1/0.1	8.6/8.7	6.5/6.6	No	No
	14/7	0.2/0.1	8.3/8.5	6.3/6.4	No	No

⁷ Includes ambient one-hour concentration of 5.9 ppm and ambient eight-hour concentration of 4.6 ppm. Measured at the 3648 North Long Beach Boulevard, Long Beach, CA, AQ Station (Los Angeles County).

Intersection	Receptor to Road Centerline Distance (Meters)	Project Related Increase 1-hr/8-hr (ppm)	Without/With Project One-Hour CO Concentration (ppm)	Without/With Project Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
					1-Hr	8-Hr
Studebaker Rd. and AES plant driveway	14/14	0.1/0.1	7.9/8.0	6.0/6.1	No	No
	14/14	0.2/0.2	7.8/8.0	5.9/6.1	No	No
	14/14	0.2/0.2	7.8/8.0	5.9/6.1	No	No
	12/12	0.2/0.2	7.8/8.0	5.9/6.1	No	No

Source: LSA Associates, Inc., December 2004.

show that, under the year 2006 opening year condition, none of the 11 intersections analyzed would exceed either the one-hour or the eight-hour CO concentration federal and State standards. The proposed project would contribute at most a 0.6 ppm increase to the one-hour CO concentrations and 0.5 ppm increase to the eight-hour CO concentrations at these intersections. The proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required.

AIR QUALITY MANAGEMENT PLAN CONSISTENCY

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. It fulfills the CEQA goal of fully informing local agency decision makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plans strategy being based on projections from local General Plans.

The proposed project consists of constructing a Home Depot store and other retail uses to accommodate existing demand in the project vicinity and is not a growth inducing project. Because the proposed project area is currently zoned for industrial uses, a Conditional Use Permit for commercial use of the site is required. However, the project does not require a General or Specific Plan amendment and is not unique. Therefore, it is consistent with the local air quality plan.

STANDARD CONDITIONS

Construction Impacts. The project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM₁₀ component). Compliance with these rules would reduce impacts on nearby sensitive receptors.

The following are the applicable Rule 403 Measures:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving).
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114 (freeboard means vertical space between the top of the load and top of the trailer).
- Pave construction access roads at least 100 feet onto the site from main road.

- Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

Project Operations. The project is expected to create total (vehicular and stationary) daily emissions exceeding the daily emissions thresholds established by the SCAQMD.

The proposed project will be required to comply with Title 24 of the California Code of Regulations established by the Energy Commission regarding energy conservation standards. The project applicant shall incorporate the following in building plans:

- Trees will be planted to provide shade and shadow to buildings.
- Energy efficient low-pressure sodium parking lot lights will be used.
- Solar or low-emission water heaters shall be used with combined space/water heater units.
- Double-paned glass or window treatment for energy conservation shall be used in all exterior windows.
- Buildings shall be oriented north/south where feasible.

ADDITIONAL RECOMMENDED MEASURES

A. Additional dust suppression measures in the SCAQMD CEQA Air Quality Handbook are included as part of the project's mitigation.

- Revegetate disturbed areas as quickly as possible.
- All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.
- All streets shall be swept once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip.
- All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized.
- The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.

B. The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.

C. The Construction Contractor shall utilize electric or diesel powered equipment in lieu of gasoline powered engines where feasible.

- D. The Construction Contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.
- E. The Construction Contractor shall time the construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.
- F. The Construction Contractor shall support and encourage ridesharing and transit incentives for the construction crew.
- G. Compliance with the SCAQMD Rule 1113 on the use of architectural coatings should be implemented. Emissions associated with architectural coatings would be reduced by complying with these rules and regulations, which include using pre-coated/natural colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency.

CUMULATIVE IMPACTS

The project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction may result in substantial short-term increases in air pollutants. This would be a contribution to short-term cumulative air quality impacts.

The project would also result in increases in long-term operational emissions. The project would contribute cumulatively to local and regional air quality degradation.

Currently, the Basin is in nonattainment for CO, PM₁₀, and O₃. Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status. Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

REFERENCES

California Air Resources Board web site: <http://www.arb.ca.gov>.

Caltrans 1988. Air Quality Technical Analysis Notes.

Caltrans 1997. Transportation Project-Level Carbon Monoxide Protocol.

LSA Associates, Inc., December 2004. Long Beach Home Depot Draft Traffic Analysis.

OEHHA. *Health Effects of Diesel Exhaust*.

http://www.oehha.ca.gov/public_info/facts/dieselfacts.html. 2004

South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993.

South Coast Air Quality Management District. Air Quality Management Plan. 1997.

Western Regional Climate Center Web Site: <http://www.wrcc.dri.edu>.

APPENDIX A

URBEMIS2002 MODEL PRINTOUTS

Available for review at the City of Long Beach, Department of Planning and Building

APPENDIX B

CALINE4 CO HOTSPOTS MODEL PRINTOUTS

Available for review at the City of Long Beach, Department of Planning and Building